

URBAN/MUNICIPAL

CA4 ON HBL AOS

CSIT6

1998

AGENDAS AND MINUTES OF
THE TRANSPORT AND
ENVIRONMENT COMMITTEE
Jan. 4/93.

URBAN/MUNICIPAL

CA4 ON HBL A05
CSIT6



J.J. SCHATZ
CITY CLERK

1993

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

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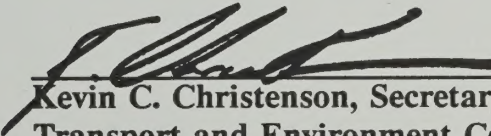
1992 December 22

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1993 January 4
9:30 o'clock a.m.
Room 233, City Hall

The Urban Municipal Collection
2nd Floor
Hamilton Public Library


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. DELEGATIONS (9:30 o'clock a.m.)

School Crossing Guard
Mohawk Road East and Terrace Drive
Alderman T. Anderson
Mr. Brian Castle, Principal, Ridgemount Elementary School
(Tabled from T&E 1992 November 30)

2. **CONSENT AGENDA**

3. **CITY CLERK**

- (a) City Tree Removal
21 Abbington Drive
(Referred Back by City Council - 1992 December 8)
- (b) City Tree Removal
355 Bay Street South
(Referred Back by City Council - 1992 December 8)
- (c) Disabled Parking at 1 Hunter Street East (Referred from Health and Social Services Committee)

4. **DIRECTOR OF TRAFFIC SERVICES**

- (a) School Crossing Guard - Bendamere Avenue and Upper Paradise Road
(Tabled from T&E 1992 November 30)
- (b) 1993 Departmental User Fees (TEC-277-92)

5. **DIRECTOR OF PUBLIC WORKS**

1993 Departmental User Fees, Streets and Sanitation Division

6. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

First Canadian Urban Forest Conference - Winnipeg, Manitoba, 1993 May 30 to June 2

7. **OTHER BUSINESS**

Outstanding Items Review

8. **ADJOURNMENT**

1.

CITY OF HAMILTON
- RECOMMENDATION -

RECEIVED

NOV 26 1992

CITY CLERKS

DATE: 1992 November 26

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

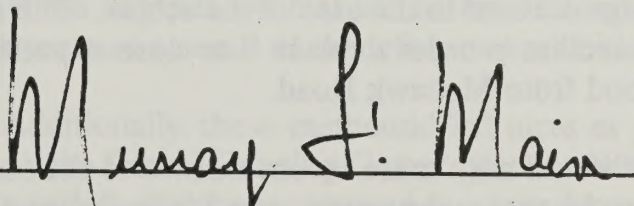
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Mohawk Road East and Terrace Drive - Pedestrian Safety. (TEC-234-92)

RECOMMENDATION:

That no action be taken on the request for various additional traffic control devices at the intersection of Mohawk Road East and Terrace Drive.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard at any intersection is approximately \$6,000.00.
The cost to install amber flashing lights is approximately \$2,600.00.

BACKGROUND:

Alderman Terry Anderson has received correspondence from the Principal of Ridgemount School in regards to concerns about the safety of children crossing Mohawk Road East at Terrace Drive. It is stated that the location is a "dangerous" intersection and some course of action should be undertaken to relieve the situation. Included in his suggestions are turn prohibitions, an additional School Crossing Guard, flashing amber lights and relocation of the crosswalk. Traffic Department staff have reviewed the location in question and offer the following information.

Traffic Department staff attended the location in question on 1992 November 03, with the purpose of determining the extent of pedestrian and vehicular activity and to also observe general conditions relating to the interaction of the guard with the travelling public. These observations were conducted during the morning and evening periods. It was observed that the evening period (3:25 p.m. to 4:00 p.m.) was the busiest and for discussion purposes this time frame will be used. A total of 53 children were observed crossing with the School Crossing Guard during this 35 minute period. Forty-six of these children were students of Norwood Park School crossing Mohawk Road. Simultaneous to this, approximately 530 vehicles travelled along this portion of Mohawk Road in each direction. These values for both pedestrians and vehicles are not considered excessive as compared to other arterial crossings in the City.

Addressing the Principal's suggestions, our observations, discussions and surveys indicate the following conclusions:

1. Relocating the Crosswalk One Block Easterly

The current location of the school crosswalk was chosen for several reasons including the fact that the largest percentage of students using the guard's services are from Norwood School which is located on Terrace Drive. This is the closest intersection on Mohawk Road to the school. Additionally, the majority of these students use the H.S.R. buses which stop at this intersection. We are thus minimizing the students walking distance and exposure to the arterial roadway. In the case of students attending Ridgemount in the neighbourhood south of Mohawk Road, Hayden Street is the only roadway connecting Mohawk Road to the area of the school. The school crossing is thus located at this intersection in order to place it as close as possible to the entry point of the neighbourhood from Mohawk Road.

Relocation of the school crosswalk would only cause inconvenience to the students and potentially cause safety concerns for those who would cross Mohawk Road at the first convenient intersection.

2. Assign Second Crossing Guard to the Location

Motorists' reactions to the guard at this location were observed as being excellent with no potential incidents observed. This can be attributed to the training and procedures used by this particular School Crossing Guard. Characteristics, such as the traffic signals at Upper James Street, clear visibility and the numerous left turns stopping one lane of traffic help in allowing the guard to perform his duties efficiently. Delays to traffic and pedestrians are kept to a minimum and there are sufficient gaps in traffic to allow the guard to station himself on the roadway well in advance of approaching traffic such that there is adequate time for the motorists to observe the guard and stop safely.

In addition to these single day observations, monthly performance checks by the Area Supervisor and comments from the School Crossing Guard indicate that these recent observations are typical at this location. Detailed discussions with the individual working this location have resulted in the conclusion that one guard is sufficient at this location to maintain an acceptable level of safety for both the guard and pedestrians. Additional equipment has been provided to the guard at this location in recognition of the fact that the crossing is on an arterial roadway. In addition to the regulation, safety vests issued to all School Crossing Guards, this individual is provided with reflective arm bands and an oversized stop sign for higher visibility.

3. Left Turn Prohibitions

The prohibition of left turns at this location would cause access problems to both the Balfour Neighbourhood to the north and Greeningdon Neighbourhood to the south of Mohawk Road. As previously stated, Hayden Street is the only access to Greeningdon Neighbourhood from Mohawk Road. Vehicles currently making this movement would result in the need to alter their travel patterns and increasing travel times. Access to the area would be restricted to either Hester Street or Upper Wellington Street.

The prohibition of left turns onto Terrace Drive would require these motorists to use alternate routes into the neighbourhood. It must be kept in mind that Norwood School is used by students from all over the City as this is a French language only school. A high percentage of students are driven to school by parents or school bus. These vehicles we feel would have a negative impact on the adjacent residential streets as a result of the left turn prohibition.

Additionally, these eastbound left turns as previously stated, have a positive impact on the School Crossing Guard's duties. When these vehicles are stopped waiting to turn left, they have removed one lane from the guard's duty to stop traffic. Instead of attempting to stop four lanes of traffic, he at times, only has to deal with three lanes.

4. Installation of Flashing Light

Currently, the City has two locations where flashing amber lights are used in conjunction with a School Crossing Guard. These locations are unique in that safety concerns such as visibility were identified that required additional controls to alert motorists to the activity of children crossing the roadway. Traffic Department staff have been unable to identify any safety concerns at this location to require the installation of amber flashing lights.

Although potential conflicts have not been observed by Traffic Department staff, it does not mean that they are non-existent. As at all school crossing locations, there are isolated incidents where erratic drivers cause some concern and these will always occur no matter what precautions are implemented, but it is our conclusion that there is nothing unusual about this location which would warrant additional safety measures.

TA/MH/ks



CONSENT AGENDA

Transport and Environment Committee
Monday, 1993 January 4
9:30 o'clock a.m.
Room 233, City Hall

2.

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1992 November 30

B. DIRECTOR OF TRAFFIC SERVICES

i. **Discharge of Residential Boulevard Parking Agreement**

- (a) No. 58 Erie Avenue - Discharge of Residential Boulevard Parking Agreement (TEC-257-92)
- (b) No. 942 Main Street East - Discharge of Residential Boulevard Parking Agreement (TEC-267-92)

ii. **Corner Clearances**

- (a) Intersection of Tisdale Avenue North and King William Street - (TEC-223-92)
- (b) Intersection of Margate Avenue and Princeton Drive (TEC-263-92)
- (c) Various Intersections on Queen Victoria Drive (TEC-270-92)
- (d) South Side of Nugent Drive (south leg), West of Nash Road (TEC-269-92)

iii. **Parking Regulations**

- (a) Nancy Street Between Queensdale Avenue East and Everton Place (TEC-260-92)
- (b) Hughson Street North Between Wood Street and Macauley Street East (TEC-252-92)
- (c) Cartier Crescent (TEC-258-92)
- (d) Geneva Drive (TEC-268-92)
- (e) Geneva Drive between Delmar Drive and Bendamere Avenue (TEC-265-92)
- (f) Delmar Drive (TEC-264-92)
- (g) Review of the "Through Street" System (TEC-226-92)

iv. **Intersection Control**

Intersection of Jackson Street West and Ray Street South (TEC-255-92)

v. **Request for Wheelchair Loading Zone**

No. 290 South Bend Road East - Request for Wheelchair Loading Zone (TEC-261-92)

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. **Temporary Road Closures**

(a) Jackson Street East between Bowen Street and Catharine Street (T103-23 (A))

(b) Belview Avenue from 25 m south of Barton Street to Southerly Limits (T103 03 (299))

ii. **Incorporating Certain City Lands into Various Streets By By-law**

iii. **1992 Servicing Expenditures Related to Subdivisions**

D. **DEPARTMENT OF PUBLIC WORKS**

Local Improvements

i. **Proposed Construction of Sidewalks, Curbs and a Roadway as Local Improvements on Forbes Street (PW800-0624)**

ii. **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PW800-0624)**

E. **MANAGER OF PURCHASING**

i. **Supply and Delivery of Reflective Sheeting during 1993, Traffic Department**

ii. **Supply and Delivery of Traffic Poles and Arms During 1993**

F. **KEEP HAMILTON CLEAN COMMITTEE**

By-law Amendment to Streets By-law Respecting Posters on Poles

2(A)

Monday, 1992 November 30
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent with Regrets: Alderman H. Merling

Also present: Alderman B. Charters
Alderman D. Ross
Ms. B. Price, Hamilton Safety Council
Ms. S. Wilson, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. J. Halliday, Senior Director, Environmental Services Department
Mr. G. Aston, Environmental Services Department
Mr. D. Lobo, Director of Public Works Department
Mr. R. Meiers, Public Works Department
Mr. R. Gadawski, Public Works Department
Mr. M. Main, Director of Traffic Services Department
Mr. M. Hazell, Traffic Department
Mr. M. Watson, Property Department
Mr. T. Bradley, Manager of Purchasing Department
Mr. F. Reichl
Mr. V. DeBenedictis
Mr. Simpson
Mr. Mahar
Mr. G. Cole
Mr. K. Bottrell
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Proposed Alleyway Closure Between Forest Avenue
and the Southerly Limits of the T.H. & B. Right-of-Way**

The Committee was in receipt of a report dated 1992 November 3 from the Senior Director, Roads Department respecting the proposed alleyway closure between Forest Avenue and the southerly limits of the T.H. & B. Right-of-Way.

As no delegation was present at the meeting, the Committee approved the following recommendation:

- (a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close a portion of the unassumed alleyway between Forest Avenue and the southerly limits of the T.H. & B. Right-of-Way;
- (b) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

- (c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;
 - (d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;
 - (e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;
 - (f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.
 - (g) That provided the Judge's Order to close the highway is granted:
 - i. The Commissioner of Transportation/Environmental Services be directed to prepare a By-law for the sale of the closed highway to the abutting owner.
 - ii. The City Clerk be directed to publish a notice pursuant to Section 30I of The Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.
- (b) **City Tree Removal - 21 Abbington Drive, Mr. F. Reichl**

The Committee was in receipt of a report dated 1992 October 29 from the Director of Public Works respecting a City tree removal at 21 Abbington Drive. Mr. F. Reichl of 21 Abbington Drive appeared before the Committee and distributed a letter dated 1992 September 17 outlining the reasons for his wishing to have the City tree on his property removed. He stated that the tree is a white ash which produces an abundant amount of seeds which continually clog his eavestroughs and downpipes.

Following considerable discussion regarding this issue's contravention of the Tree By-law, the Committee approved the following recommendation:

- (a) That pursuant to the terms of City Tree By-law No. 92-155, wherein, under Section 7, Sub-section (2) it states:

"7-(2) City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property.",

Approval be given to the owner of 21 Abbington Drive, to remove, at his/her expense, the City tree (14" diameter - white ash) at this address; and
- (b) That the removal of this tree be carried out by a qualified contractor in accordance with terms set out by the Director of Public Works; and
- (c) That, notwithstanding the terms of City Tree By-law No. 92-155, wherein, under Section 10, Sub-section (2) and (3), it states:

"10-(2) If the permit is granted by City Council under Section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Aboriculture-Canada Inc.

10-(3) The Director may determine the location and tree species of the replacement tree for the tree removed under Sub-section (2).",

Approval for the removal of this City tree be subject to the property owner, providing at his expense, a replacement tree from City stock, of a species and in a location agreeable to the Director of Public Works and the property owner.

(c) **City Tree Removal - 355 Bay Street South Mr. V. DeBenedictis**

The Committee was in receipt of a report dated 1992 November 20 from the Director of Public Works respecting the removal of a City tree/trees - 355 Bay Street South.

Mr. V. DeBenedictis appeared before the Committee and spoke to the issue of the trees being removed on his property in order that he gain access to his garage. He indicated to the Committee that he could accomplish this with the removal of one of the two sugar maples located on either side of his driveway.

Following considerable discussion regarding this issue's contravention of the tree by-law, the Committee approved the following recommendation:

- (a) That pursuant to the terms of City Tree By-law No. 92-155, wherein, under Section 7, Sub-section (2) it states:

"7-(2) City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property.",

Approval be given to the owner of 355 Bay Street South, to remove, at his/her expense, the City tree (26" diameter - sugar maple) at this address; and

- (b) That the removal of this tree be carried out by a qualified contractor in accordance with terms set out by the Director of Public Works; and
- (c) That, notwithstanding the terms of City Tree By-law No. 92-155, wherein, under Section 10, Sub-section (2) and (3), it states:

"10-(2) If the permit is granted by City Council under Section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Aboriculture-Canada Inc.

10-(3) The Director may determine the location and tree species of the replacement tree for the tree removed under Sub-section (2).",

Approval for the removal of this City tree be subject to the property owner, providing at his expense, a replacement tree from City stock, of a species and in a location agreeable to the Director of Public Works and the property owner.

(d) **Intersection of High Street and Idlewood Avenue - Intersection Control - Alderman T. Jackson**

The Committee was in receipt of a report dated 1992 August 24 from the Director of Traffic Services respecting the intersection of High Street and Idlewood Avenue - Intersection Control. Alderman Jackson spoke to the issue and introduced Mr. Simpson who represented a delegation in favour of a three-way stop control at this intersection.

Following discussion, the Committee approved the following recommendation:

- (a) That a three-way stop control be implemented at the intersection of High Street and Idlewood Avenue; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Sanatorium Road at West 32nd Street - Stop Sign Removal**

The Committee was in receipt of a report dated 1992 October 22 from the Director of Traffic Services respecting the removal of a stop sign at the intersection of Sanatorium Road and West 32nd Street.

Alderman Ross informed the Committee that he had received a petition from residents in the area requesting that the stop sign be removed due to excessive noise level and a perceived safety problem.

Mr. G. Cole and Mr. K. Bottrell, area residents spoke in favour of the request to have the stop sign removed. Mr. Main stated that the three-way stops had been placed at the intersections where existing bus stops were also located. He further informed the Committee that upon the completion of the Twin Pad Arena, traffic will be increased in the neighbourhood and the three-way stops would encourage motorists to use Rice Avenue as an alternative.

Following further discussion, the Committee approved the following recommendation:

- (a) That the existing east/west stop sign at the intersection of Sanatorium Road and West 32nd Street be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

2. **CONSENT AGENDA**

(a) **ADOPTION OF THE MINUTES**

The minutes of the meeting held 1992 November 2 were adopted as circulated subject to the following amendment:

Page 2, second paragraph under recorded vote: Delete Alderman Jackson's name as a no vote.

(b) DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) **West 1st Street between Fennell Avenue West and Monarch Road**

The Committee was in receipt of a report dated 1992 November 3 from the Director of Traffic Services respecting parking regulations on West 1st Street between Fennell Avenue West and Monarch Road.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 1st Street between Fennell Avenue West and Monarch Road in conjunction with the existing "Alternate Side Parking" regulation; and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **West 2nd Street between McElroy Road West and South Bend West**

The Committee was in receipt of a report dated 1992 November 5 from the Director of Traffic Services respecting West 2nd Street between McElroy Road West and South Bend Road West.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 2nd Street between McElroy Road West and South Bend Road West; and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **West 4th Street between South Bend Road West and Richwill Road**

The Committee was in receipt of a report dated 1992 November 5 from the Director of Traffic Services respecting West 4th Street between South Bend Road West and Richwill Road.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 4th Street between South Bend Road West and Richwill Road; and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **West 1st Street between McElroy Road West and South Bend Road West**

The Committee was in receipt of a report dated 1992 November 5 from the Director of Traffic Services respecting West 1st Street between McElroy Road West and South Bend Road West.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 1st Street between McElroy Road West and South Bend Road West; and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Collier Crescent**

The Committee was in receipt of a report dated 1992 November 6 from the Director of Traffic Services respecting Collier Crescent.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Collier Crescent between South Bend Road West and South Bend Road West; and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **West Side of Leland Street between Whitney and Merna Avenues**

The Committee was in receipt of a report dated 1992 November 11 from the Director of Traffic Services respecting the west side of Leland Street between Whitney Avenue and Merna Avenue.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the west side of Leland Street between Whitney Avenue and Merna Avenue; and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **West 1st Street between Wembley Road and McElroy Road West**

The Committee was in receipt of a report dated 1992 November 11 from the Director of Traffic Services respecting West 1st Street between Wembley Road and McElroy Road West.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday, regulation be implemented on both sides of West 1st Street between Wembley Road and McElroy Road West; and

- (b) That an "Alternate Side Parking" regulation be implemented on West 1st Street between Wembley Road and McElroy Road West such that parking is prohibited;

- on the west side of the street during the months of December, January, February, March and from the 1st to the 15th of April, May June, July, August, September, October and November; and

- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Dromore Crescent between Paisley Ave. North and Marion Ave. North**

The Committee was in receipt of a report dated 1992 November 11 from the Director of Traffic Services respecting Dromore Crescent between Paisley Avenue North and Marion Avenue North.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Dromore Crescent between Paisley Avenue North and Marion Avenue North; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **West Side of Glen Arms Street**

The Committee was in receipt of a report dated 1992 November 13 from the Director of Traffic Services respecting the west side of Glen Arms Street.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the west side of Glen Arms Street; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(j) **Cloverhill Road, south of Brantdale (cul-de-sac)**

The Committee was in receipt of a report dated 1992 November 17 from the Director of Traffic Services respecting Cloverhill Road, south of Brantdale (cul-de-sac).

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Cloverhill Road from Brantdale Street to the southerly end; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Brigadoon Drive between Garrow Drive and Fiona Crescent (east leg)**

The Committee was in receipt of a report dated 1992 November 18 from the Director of Traffic Services respecting Brigadoon Drive between Garrow Drive and Fiona Crescent (east leg).

The Committee approved the following recommendation:

- (a) That an "Alternate Side Parking" regulation be implemented on Brigadoon Drive between Garrow Drive and Fiona Crescent, such that parking is prohibited on:
 - the west and north sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - the east and south sides of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Broadway Avenue between Royal Avenue and Whitney Avenue**

The Committee was in receipt of a report dated 1992 November 19 from the Director of Traffic Services respecting Broadway Avenue between Royal Drive and Whitney Avenue.

The Committee approved the following recommendation:

- (a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Broadway Avenue between Royal Avenue and Whitney Avenue; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Inglewood Drive**

The Committee was in receipt of a report dated 1992 November 19 from the Director of Traffic Services respecting Inglewood Drive.

The Committee approved the following recommendation:

- (a) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the south side of Inglewood Drive be extended such that the regulation commences at a point 239 feet east of the west curb line of Bay Street South and extends to the easterly end; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(n) **West Side of Acadia Drive between Butler Drive and Beaverton Drive**

The Committee was in receipt of a report dated 1992 November 20 from the Director of Traffic Services respecting the west side of Acadia Drive between Butler Drive and Beaverton Drive.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the west side of Acadia Drive commencing at Butler Drive and extending to a point 152 feet northerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(o) **No. 174 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1992 November 6 from the Director of Traffic Services respecting No. 174 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing at a point 234 feet south of Britannia Avenue and extending to a point 22 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Phylis Seraphin, No. 174 Weir Street North; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(p) **No. 147 Haddon Avenue South - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1992 November 6 from the Director of Traffic Services respecting No. 147 Haddon Avenue South - Request for a Reserved "Permit Parking" Space for a Disabled Resident.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of Haddon Avenue South commencing at a point 25 feet north of Westwood Avenue and extending to a point 22 feet northerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Bahadur, No. 147 Haddon Avenue South; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(q) **No. 145 Howe Avenue - Request to Remove an Existing Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1992 November 17 from the Director of Traffic Services respecting No. 145 Howe Avenue - Request to Remove an Existing Wheelchair Loading Zone.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping, Wheelchair Loading Only 24 hours a day, seven days a week" regulation on the north side of Howe Avenue that commences at a point 62 feet west of East 17th Street and extends to a point 25 feet westerly therefrom be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(r) **No. 215 Garside Avenue South - Request for Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1992 November 17 from the Director of Traffic Services respecting No. 215 Garside Avenue South - Request for Wheelchair Loading Zone.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 24 hours a day, seven days a week" regulation be implemented on the east side of Garside Avenue South commencing at a point 54 feet north of the north curb line of Bartonville Court and extending to a point 30 feet northerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(s) **No. 41 Garside Avenue North - Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1992 November 18 from the Director of Traffic Services respecting No. 41 Garside Avenue North - Request for a Wheelchair Loading Zone.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 24 hours a day, seven days a week" regulation be implemented on the west side of Garside Avenue North commencing at a point 180 feet south of the south curb line of Dunsmuir Road and extending to a point 18 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(t) **No. 200 Cranbrook Drive (R. A. Riddell Public School) - Request for Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1992 November 18 from the Director of Traffic Services respecting No. 200 Cranbrook Drive (R. A. Riddell Public School) - Request for Wheelchair Loading Zone.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Cranbrook Drive commencing at a point 152 feet south of the south curb line of Greendale Drive and extending to a point 40 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(u) **No. 112 Ontario Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1992 November 19 from the Director of Traffic Services respecting No. 112 Ontario Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the west side of Ontario Street which commences at a point 56 feet south of Stinson Street and extends to a point 24 feet southerly therefrom be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(v) **No. 2 Blackthorne Avenue - Discharge of a Residential Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1992 November 4 from the Director of Traffic Services respecting No. 2 Blackthorne Avenue - Discharge of a Residential Boulevard Parking Agreement.

The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 392306 A.B. to the property at No. 2 Blackthorne Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

(w) **No. 252 Balmoral Avenue North - Discharge of Residential Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1992 November 11 from the Director of Traffic Services respecting No. 252 Balmoral Avenue North - Discharge of Residential Boulevard Parking Agreement.

The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 453694 C.D. to the property at No. 252 Balmoral Avenue North be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

(x) **School Bus Loading Zone on the South Side of Herkimer Street Adjacent to St. Joseph's School**

The Committee was in receipt of a report dated 1992 November 3 from the Director of Traffic Services respecting a school bus loading zone on the south side of Herkimer Street adjacent to St. Joseph's School.

The Committee approved the following recommendation:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Herkimer Street commencing at a point 117 feet west of the west curb line of Locke Street South and extending to a point 120 feet westerly therefrom be extended a further 64 feet westerly; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(y) **School Bus Loading Zone on Greencedar Drive Adjacent to St. Vincent de Paul School**

The Committee was in receipt of a report dated 1992 November 5 from the Director of Traffic Services respecting a school bus loading zone on Greencedar Drive adjacent to St. Vincent de Paul School.

The Committee approved the following recommendation:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Greencedar Drive commencing at a point 50 feet west of the west curb line of Greenguild Avenue and extending to a point 100 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(z) **Apartment Building at No. 479 Aberdeen Avenue - Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1992 October 22 from the Director of Traffic Services respecting the apartment building at No. 479 Aberdeen Avenue - Application for a Time Limit Exemption Permit.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first six eligible applicants residing in the apartment building at No. 479 Aberdeen Avenue.

ii. **Intersection Control**

(a) **Removal of Left Turn Prohibition - King Street West at Dalewood Avenue/Dalewood Crescent**

The Committee was in receipt of a report dated 1992 October 21 from the Director of Traffic Services respecting the removal of left turn prohibition - King Street West at Dalewood Avenue/Dalewood Crescent.

The Committee approved the following recommendation:

That the eastbound left turn prohibition from King Street West to Dalewood Crescent, be removed.

(b) **Intersection of Guildwood Drive and Novoco Drive**

The Committee was in receipt of a report dated 1992 November 3 from the Director of Traffic Services respecting the intersection of Guildwood Drive and Novoco Drive.

The Committee approved the following recommendation:

(a) That a three-way stop control be implemented at the intersection of Guildwood Drive and Novoco Drive; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Hughson Street and King William Street**

The Committee was in receipt of a report dated 1992 November 20 from the Director of Traffic Services respecting the intersection of Hughson Street and King William Street.

The Committee approved the following recommendation:

- (a) That all-way stop control be implemented at the intersection of Hughson Street and King William Street; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**i. **Incorporation of Certain City Lands into Various Streets By By-law**

The Committee was in receipt of a report dated 1992 November 20 from the Senior Director, Roads Department respecting the incorporation of certain City lands into various streets by by-law.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the street in order to complete the final street width or provide access and hook-ups to newly registered subdivision developments:

Gondola Street	-	Block "FX", Plan M129 and Part 3, Plan 62R-12372
Dunclair Crescent	-	Part 1, Plan 62R-12403 and Part 7, 62R-12372
Fieldway Drive	-	Parts 2, 4, 6, 8, 10 and 12, Plan 62R-12340
Fieldway Drive	-	Plan 1, Plan 62R- (RBH-485)
Cartier Crescent	-	Block 21, Plan 62M-694
Acadia Drive	-	Parts 7 and 10, Plan 62R-11096
Market Street	-	Part 1, Plan 62R-12288
Berkindale Drive	-	Part 6, Plan 62R-11696
Sylvester Street	-	Block "C", Plan M-206
Acadia Drive	-	Parts 20 and 21, Plan 62R-10529

- (b) That the by-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

ii. **Discharge of Encroachment Agreement - 55 Queen Street North**

The Committee was in receipt of a report dated 1992 November 9 from the Senior Director, Roads Department respecting the discharge of encroachment agreement for 55 Queen Street North.

The Committee approved the following recommendation:

- (a) That the Encroachment Agreement for 55 Queen Street North, registered as Instrument No. 333310 C.D., be discharged.
- (b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 333310 C.D.; and in a form satisfactory to the Law Department.

iii. **CP Rail Overhead Bridges on Pearl, Poulette and Ray Street**

The Committee was in receipt of a report dated 1992 November 18 from the Senior Director, Roads Department respecting the CP Rail Overhead Bridges on Pearl, Poulette and Ray Streets.

The Committee approved the following recommendation:

That the Planning and Development Committee be requested to hold a neighbourhood public meeting to discuss and review the options regarding the future status of the Pearl, Poulette and Ray Street bridges over C.P. Rail's track.

iv. **1992 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1992 November 20 from the Senior Director, Roads Department respecting the 1992 Servicing Expenditures Related to Subdivisions:

The Committee approved the following recommendation:

- (a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in:

"WISEMOUNT ESTATES - PHASE 1", Hamilton

City's share - NIL

Subdivider's share \$90,505.66

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Wisemount Estates - Phase 1, Hamilton.
- (c) That approval of the above-noted recommendations be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- (d) That in the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement they should be allowed to do so at their own risk provided they enter into standard agreement with the City of Hamilton for pre-servicing.

v. **1993 Annual Overload Permit Fee Revisions**

The Committee was in receipt of a report dated 1992 November 18 from the Senior Director, Roads Department respecting the 1993 Annual Overload Permit Fee Revisions.

The Committee approved the following recommendation:

- (a) That the existing 1992 charges per metric tonne of overload be amended for 1993 as follows:

<u>Type of Vehicle</u>	<u>1992 Charge</u>	<u>% Increase</u>	<u>1993 Charge</u>
Tractor Trailer	\$131.	3.0%	\$135.
Single Unit Truck	\$218.	3.0%	\$225.

- (b) That an administrative fee of \$47. be charged for processing of the permit and the proceeds be credited to the Region of Hamilton-Wentworth and the City of Hamilton pro-rated on the basis of the jurisdiction and length of route.
- (c) That the annual fee and the administrative fee be automatically increased yearly on the basis of the current year's Southam Construction Index.
- (d) That the City of Hamilton Traffic By-Law No. 89-72 be amended accordingly and forwarded to the Region for approval.

D. **DIRECTOR OF PUBLIC WORKS**(a) **Amendment to By-law No. 84-35**

The Committee was in receipt of a report dated 1992 November 16 from the Director of Public Works respecting an amendment to By-law No. 84-35.

The Committee approved the following recommendation:

That Section 10 of By-law No. 84-35 which provides for Maintaining Land in a Clean and Clear Condition be amended to read "Every owner, lessee, or occupant or other person who contravenes any provision of this by-law, is guilty of an offence and upon conviction is liable to a fine as specified in Section 61 of the Provincial Offences Act, R.S.O. 1990, Ch.P.33, as amended".

(b) **1988 to 1991 Roadway Reconstruction Programs - Closing of Accounts**

The Committee was in receipt of a report dated 1992 November 24 from the Director of Public Works respecting the 1988 to 1991 Roadway Reconstruction Programs - Closing of Accounts.

The Committee approved the following recommendation:

- (a) That the accounts for the 1988 to 1991 Roadway Reconstruction Programs which project in excess of \$1,000,000. in unallocated Ministry of Transportation of Ontario (MTO) subsidies, be closed based on the estimated final costs.
- (b) That the estimated City's share of these Programs be financed from the Excess Unallocated MTO Subsidies.

(c) **Closure of Public Works Department Capital Projects**

The Committee was in receipt of a report dated 1992 November 25 from the Director of Public Works respecting the closure of Public works Department Capital Projects.

The Committee approved the following recommendation:

That the City Treasurer be directed to close the Public Works Department Capital Project accounts detailed in Appendix "B" attached hereto with any excess funding to be transferred to its original source of financing.

E. **DIRECTOR OF PROPERTY**

Sale of One Foot Reserve - Acadia Drive to 603976 Ontario Limited, Edan Heights - Phase 3

The Committee was in receipt of a report dated 1992 November 23 from the Director of Property respecting the Sale of One Foot Reserve - Acadia Drive to 603976 Ontario Limited, Edan Heights - Phase 3.

The Committee approved the following recommendation:

That an Offer to Purchase, executed by 603976 Ontario Limited (Daniel Valentini, President) on 1992 November 10, with closing to be "conditional upon the Purchaser having entered into a Subdivision Agreement for the proposed Edan Heights - Phase 3 Subdivision with the City of Hamilton and having made all cash payments and security deposits to the City required under the City of Hamilton Subdivision Agreement" and not before 1993 January 14, for the purchase of a One Foot Reserve, be approved and completed, and the funds derived from this sale of \$2. be credited to Account No. CH4X501 00107 (Services through Unsubdivided Land). The subject property is a 1 foot strip of land along the easterly limit of Acadia Drive, shown as the remainder of Part 14, Plan 62R-11920, being also the southerly 160 metres (525 feet) more or less, of Part 14, Plan 62R-11920, containing an area of 48.77 square metres (525 square feet) more or less.

F. **SUPPLY AND DELIVERY OF SIGN BLANKS DURING 1993, TRAFFIC DEPARTMENT**

The Committee was in receipt of a report dated 1992 November 19 from the Manager of Purchasing respecting the supply and delivery of sign blanks during 1993, Traffic Department.

The Committee approved the following recommendation:

That a purchase order be issued to Owl-Lite Rentals & Sales, Etobicoke, for the supply and delivery of Sign Blanks as and when required during 1993 by the Traffic Department, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be funded through Traffic Signs Materials Account No. 56154 75999.

3. COMMISSIONER TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) **Philip Environmental Services Inc., 52 Imperial Street - Amendment to Certificate of Approval**

The Committee was in receipt of a report dated 1992 November 20 from the Senior Director of Environmental Services respecting an amendment to the Certificate of Approval.

Prior to discussion, Alderman Agro indicated a conflict of interest and took no part in the discussion or vote on the issue.

The Committee approved the following recommendation:

- (a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Philip Environmental Services Corp. receiving an amendment to their existing Certificate of Approval No. A100140 for a Waste Disposal Site (Processing) located at 52 Imperial Street, Hamilton, provided;
 - i. That Philip Environmental Services Corp. prepares and submits a contingency plan to the Ministry of the Environment and the City of Hamilton that adequately addresses the issue of noise complaints which may arise from neighbours due to 24 hour operations;
 - ii. That all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry of the Environment and that all applicable City of Hamilton and Regional By-laws are complied with fully;
- (b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the Ministry of the Environment for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent;
- (c) That the Ministry of the Environment be requested to forward a copy of the final Certificate of Approval to the City of Hamilton upon its completion.

(b) **Harbour Front Recycling Inc. - Amendment for Certificate of Approval**

The Committee was in receipt of a report dated 1992 November 20 from the Senior Director of Environmental Services respecting the Harbour Front Recycling Inc. Amendment for a Certificate of Approval.

Mr. Tony Depasquali and Mr. Larry MacNamara of Harbour Front Recycling Inc. appeared before the Committee and stated that the Company was prepared to address the conditions as outlined by staff in the report.

Following discussion, the Committee approved the following recommendation:

- (a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton does not support the application by Harbour Front Recycling Inc. for an amendment to their Waste Disposal Site (Processing), until the following conditions have been met to the satisfaction of the Municipality;

- i. Current stockpiles of waste are reduced to meet the Ontario Fire Code and the Fire Marshall's Act;
 - ii. Installation of a sprinkler system, in the building designated for storage and transfer of waste, be completed and approved before being utilized for this purpose;
 - iii. Expansion of waste classes be permitted once the proposed machinery is in place and proves capable of handling the current stockpiles of waste;
 - iv. Sufficient financial assurance has been retained by the Ministry of the Environment to effectively remediate the site in the event of unexpected closure;
 - v. The company maintain and submit to the Ministry of the Environment and the City a written monthly summary report on the operation of the site which should include a summary of waste received at the site and a monthly material balance of waste and recyclable material received and transported off-site including the name and location of the facilities receiving each waste and/or recyclable material;
- (b) That Harbour Front Recycling not be permitted to increase their storage capacity from 20 000 tonnes to 40 000 tonnes;
- (c) That the Ministry of the Environment be requested to keep the City formally informed of all dealing with Harbour Front Recycling and their compliance level on their current Certificate of Approval and their requested amendments;
- (d) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the Ministry of the Environment for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

4. **DIRECTOR OF TRAFFIC SERVICES**

School Crossing Guard - Bendamere Avenue and Upper Paradise Road

The Committee was in receipt of a report dated 1992 September 15 from the Director of Traffic Services respecting Bendamere Avenue and Upper Paradise Road, School Crossing Guard. The Committee agreed that the item be tabled to the next meeting of the Transport and Environment Committee.

5. **ALDERMAN V. J. AGRO - 355 MACNAB STREET NORTH - REAR ALLEY**

The Committee was in receipt of correspondence regarding the construction of a garage in the rear alley at 355 MacNab Street North.

Alderman Agro informed the Committee that the owner of 355 MacNab Street North had built a garage to the rear of his property apparently encroaching on City property and obstructing access through an alley which runs from Simcoe Street to Ferrie Street. Mr. Joe Ciraolo and Mr. Rod Harrison spoke to the issue stating that this garage had inconvenienced them in eliminating the use of this alley for access to the rear of their properties of MacNab Street.

Mr. Barkwell of the Solicitor's Office stated that the property in question was private property and therefore the issue was a private matter between the home owners and that the Building Department could not refuse issuance of the building permit for the garage as the application was in compliance with the Building Code.

Following further discussion, the Committee approved the following recommendation:

That staff of the Law Department be directed to investigate this issue and report back to the Transport and Environment Committee on why a building permit was issued to the owner of 355 MacNab Street North and the possibility of this building being removed to clear access through this alleyway.

6. CITY CLERK

Pitch-in Ontario - Request for Funding

The Committee was in receipt of correspondence dated 1992 October 16 from the President of Pitch-in Ontario requesting \$1,900. in funding from the City for provision of support in materials to the volunteers in Hamilton for Pitch-in-Week.

Following a brief discussion, the Committee agreed that the amount be added to 1993 Public Works Budget for consideration during budget approvals.

7. PLANNING AND DEVELOPMENT COMMITTEE

Bay Street Closure - North End East and West, Community Improvement Plan

The Committee was in receipt of a report dated 1992 November 23 from the Secretary of the Planning and Development Committee respecting the Bay Street Closure - North End East and West, Community Improvement Plan.

Following a brief discussion, the Committee directed staff to prepare a formal report on the request for the Bay Street Closure.

8. ALDERMAN T. ANDERSON

School Crossing Guard - Mohawk Road East and Terrace Drive

The Committee was in receipt of correspondence dated 1992 October 13 from Mr. Brian Castle, Principal of Ridgemount Elementary School respecting concern for pedestrian safety at the intersection of Mohawk Road East and Terrace Drive. The Committee was also in receipt of a report from the Director of Traffic Services dated 1992 November 26 respecting pedestrian safety at the intersection which was distributed to the Committee members at the meeting. As Mr. Castle was unable to attend this meeting, the Committee agreed to table the item to the next meeting of the Transport and Environment Committee.

9. OTHER BUSINESS

(a) **Revenues Report**

The Committee directed staff of the Traffic Services Department to prepare a report outlining the revenues received from by-law enforcement over the past five years.

(b) Alderman Agostino

Alderman Agostino raised the issue of intersection control being implemented at Melvin Avenue and Pottruff Road.

Following a brief discussion, the Committee recommended that the item be tabled to the next meeting of the Transport and Environment Committee.

10. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN V. J. AGRO, ACTING CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1992 November 30

2(BXixa)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 26

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

DEC 17 1992

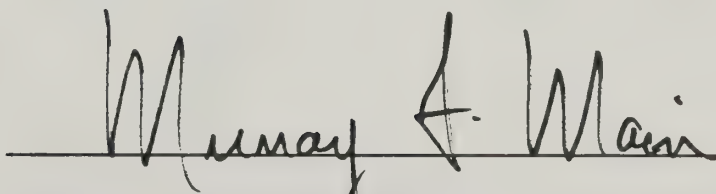
CITY CLERKS

SUBJECT:

No. 58 Erie Avenue - Discharge of Residential Boulevard Parking Agreement. [TEC-257-92]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 16900 C.D. to the property at No. 58 Erie Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay \$20.00 to the City annually for insurance and administrative costs.

BACKGROUND:

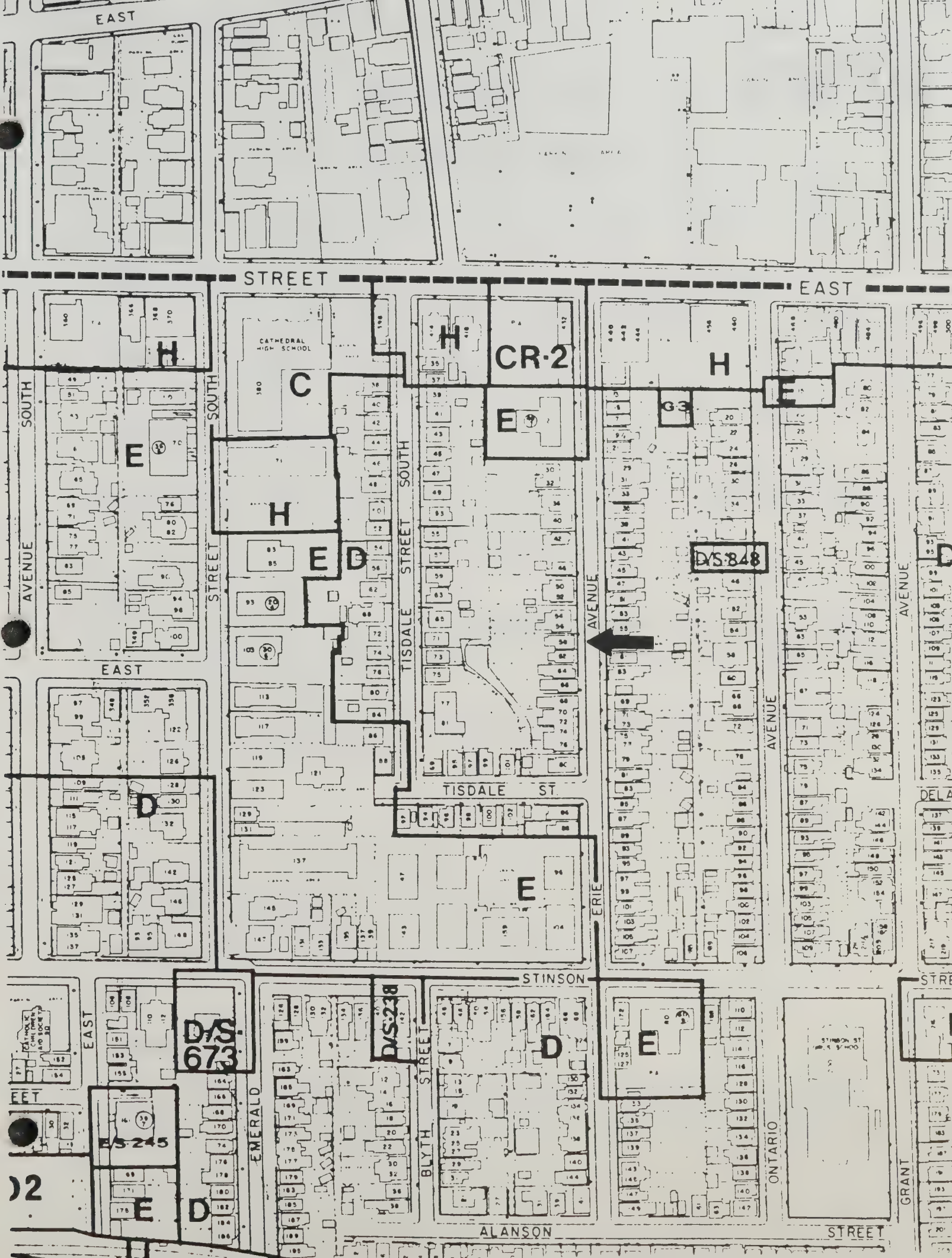
In 1989, the Traffic Department approved an application by the owner of the property at No. 58 Erie Avenue to allow one vehicle to be parked partially on the City boulevard in

front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1989 November 16.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, since the parking area and driveway ramp were never constructed and the new owners do not intend on parking in this area. An investigation has confirmed that the driveway and approach ramp were never constructed. Therefore, the Traffic Department concurs with this request.


CVB/ca

cc: Patrice Noe Johnson,
City Solicitor



EAST

STREET

EAST

SOUTH

AVENUE

SOUTH

STREET

TISDALE STREET SOUTH

AVENUE

AVENUE

AVENUE

EAST

TISDALE ST

STINSON

BLYTH STREET

ALANSON

STREET

ONTARIO

GRANT

D/S 673

D/S 245

D/S 238

D/S 848

CR-2

CATHEDRAL HIGH SCHOOL

STINSON ST. PARK & WOOD

12

2BX(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 10

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DEC 17 1992

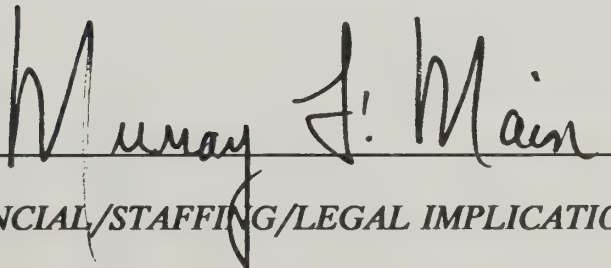
CITY CLERKS

SUBJECT:

No. 942 Main Street East - Discharge of Residential Boulevard Parking Agreement. [TEC-267-92]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 22433 C.D. to the property at No. 942 Main Street East be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement;


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In 1976 the Traffic Department approved an application by the owner of the property at no. 942 Main Street East to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the

Land Registry office by the owner of the property on 1976 August 23.

The solicitor for the owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged since Main Street East is now under the jurisdiction of the Regional Municipality of Hamilton-Wentworth and residential boulevard parking agreements are not required on Regional Roads. Therefore, the Traffic Department concurs with this request.

cc: Ms. Patrice Noe Johnson, City Solicitor

WJ
CVB/ca



MELROSE AVE S

PROSPECT ST S

LEINSTER AVENUE

BALSAM AVE S

CONNAUGHT AVE S

SOUTH

EAST

GATE PLAN CONTROL BY LAW 81-116

H/S 733a

H

G-3

E/S-86

TRINITY BAPTIST CHURCH

H

ELM STREET

AVENUE

MAPLEWOOD

AVENUE

E/S-800

D

GAGE

E

AVENUE

FTON

GILMOUR PLACE

STREET

AVENUE

2(B)(ii)(a)

CITY OF HAMILTON
- RECOMMENDATION -

RECEIVED

DATE: 1992 November 05

DEC 17 1992

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

CITY CLERKS

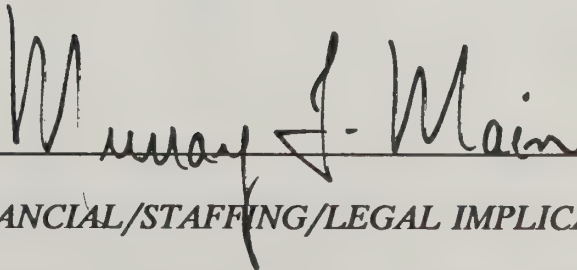
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Tisdale Avenue North and King William Street - Corner Clearances. (TEC-223-92)

RECOMMENDATION:

- a) That the existing "No Stopping" corner clearance on the north side of King William Street which commences at Tisdale Avenue North and extends to a point 80 feet westerly therefrom, be shortened, such that the regulation commences at Tisdale Avenue North and extends to a point 43 feet westerly therefrom; and
- b) That the existing "No Stopping" corner clearance on the south side of King William Street which commences at Tisdale Avenue North and extends to a point 70 feet easterly therefrom, be shortened, such that the regulation commences at Tisdale Avenue North and extends to a point 43 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

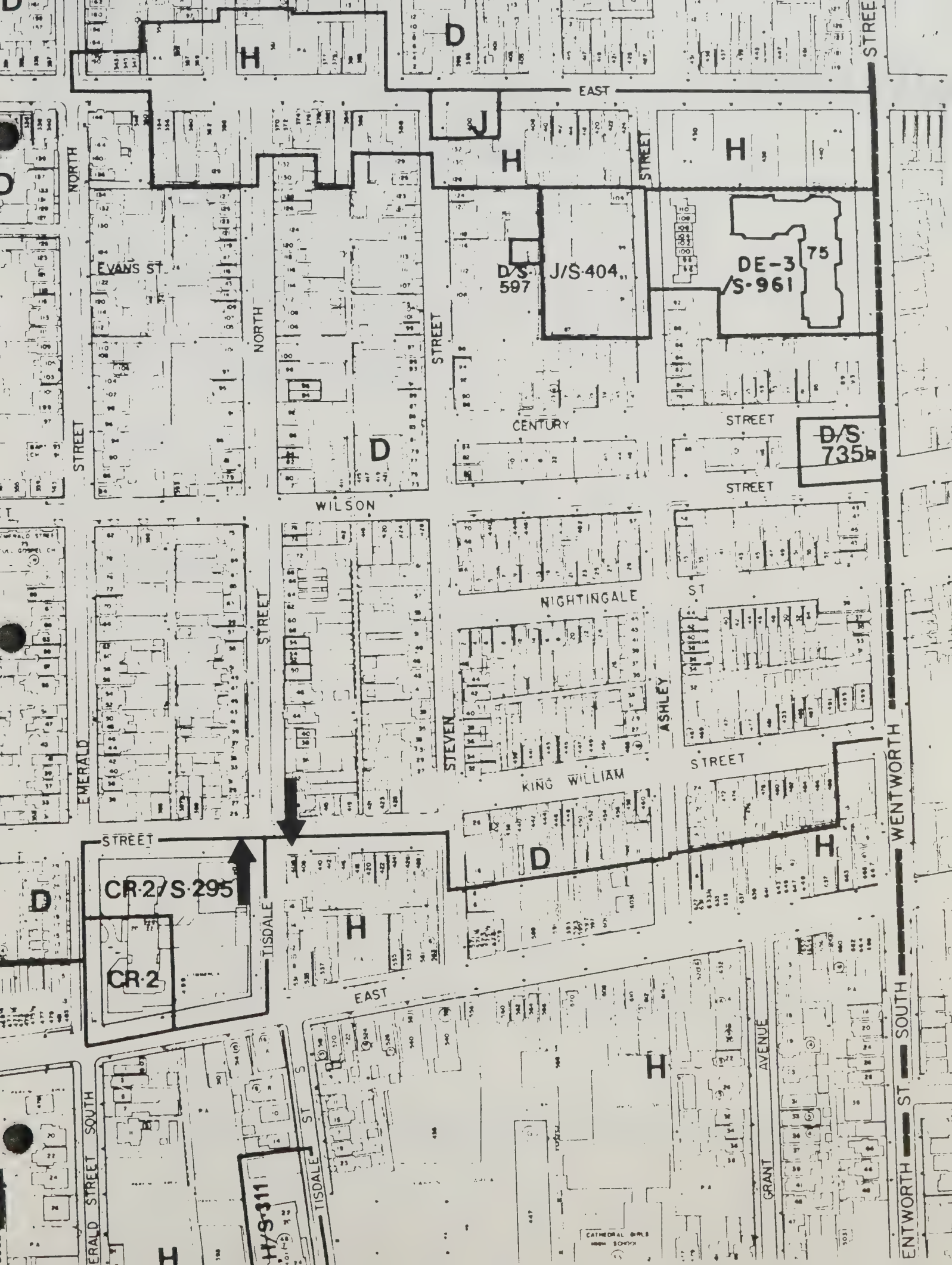
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

Alderman Bernie Morelli and Alderman Don Drury have advised that the implementation of corner clearances on King William Street at Tisdale Avenue North has created a situation where there is a lack of on-street parking for area residents. The subject corner clearances were recently implemented to improve visibility for northbound and southbound motorists on Tisdale Avenue North attempting to enter King William Street.

The Traffic Department has reviewed this matter again and concluded that the above-mentioned corner clearances could be shortened to restore three on-street parking spaces for area residents, without seriously affecting visibility at this intersection. This would be a reasonable compromise between the safety of the motoring public and the residents' need for parking.

^{John}
HM/CVB/ks



CR-2/S-295

CR-2

H/S-311

D/S-597

J/S-404

DE-3
S-961

D/S-735b

STREET

TISDALE

EAST

STREET

CENTURY

NIGHTINGALE

KING WILLIAM

ASHLEY

STREET

GRANT AVENUE

WENTWORTH

ST. SOUTH

ENTWORTH

STREET

EAST

STREET

NORTH

EVANS ST

WILSON

EMERALD

EMERALD STREET SOUTH

CATHEDRAL DRIVE

2(BXixb)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 4

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED

DEC 17 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

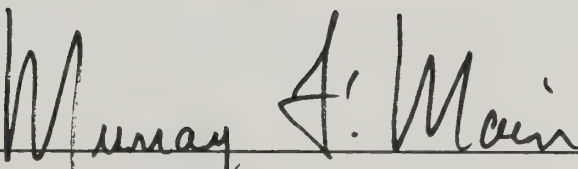
CITY CLERKS

SUBJECT:

Intersection of Margate Avenue and Princeton Drive - Corner Clearance. [TEC-263-92]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the east side of Princeton Drive commencing at Margate Avenue and extending to a point 101 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised concerns regarding parked vehicles on the east side of Princeton Drive south of Margate Avenue which obstruct visibility for westbound traffic on

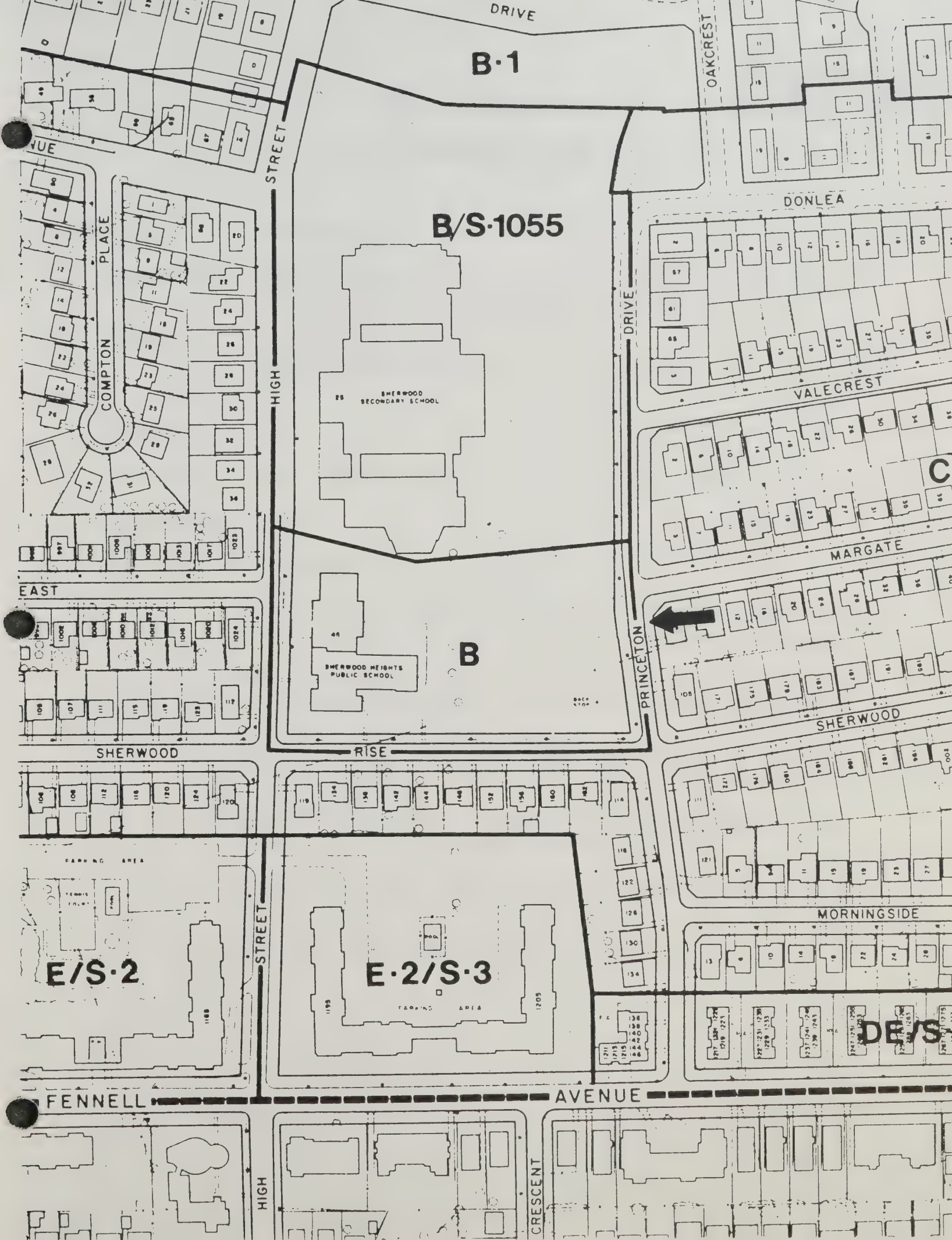
Margate Avenue, attempting to enter Princeton Drive.

Princeton Drive has a 28 foot pavement width, and presently there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west and there is unrestricted free parking on the east side of the street in this area.

An investigation has confirmed that parked vehicles in this area obstruct visibility to some degree. Therefore, the Traffic Department recommends that stopping be prohibited on the east side of Princeton Drive, south of Margate Avenue.

The implementation of the proposed regulation will result in a loss of three legal on-street parking spaces directly in front of No. 99 Princeton Drive and a representative of this household has advised that they support this proposal.


CVB/ca



B-1

B/S-1055

SHERWOOD
SECONDARY SCHOOL

SHERWOOD HEIGHTS
PUBLIC SCHOOL

B

RISE

E-2/S-3

PARKING AREA

E/S-2

FENNEL

AVENUE

HIGH

CRESCENT

OAKCREST

DONLEA

VALECREST

MARGATE

SHERWOOD

MORNINGSIDE

DE/S

2(8XiiXc)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 14

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DEC 17 1992

CITY CLERKS

SUBJECT:

Various Intersections on Queen Victoria Drive - Corner Clearances. (TEC-270-92)

RECOMMENDATION:

- a) That "No Stopping" regulations be implemented:
- on the east side of Queen Victoria Drive commencing at the north leg of Quaker Crescent and extending to a point 68 feet southerly therefrom; and
 - on the east side of Queen Victoria Drive commencing at the south leg of Quaker Crescent and extending to a point 57 feet northerly therefrom; and
 - on the east side of Queen Victoria Drive commencing at the south leg of Quaker Crescent and extending to a point 68 feet southerly therefrom; and
 - on the south side of Queen Victoria Drive commencing at Quinn Avenue and extending to a point 45 feet easterly therefrom; and
 - on the south side of Queen Victoria Drive commencing at Quinn Avenue and extending to a point 45 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

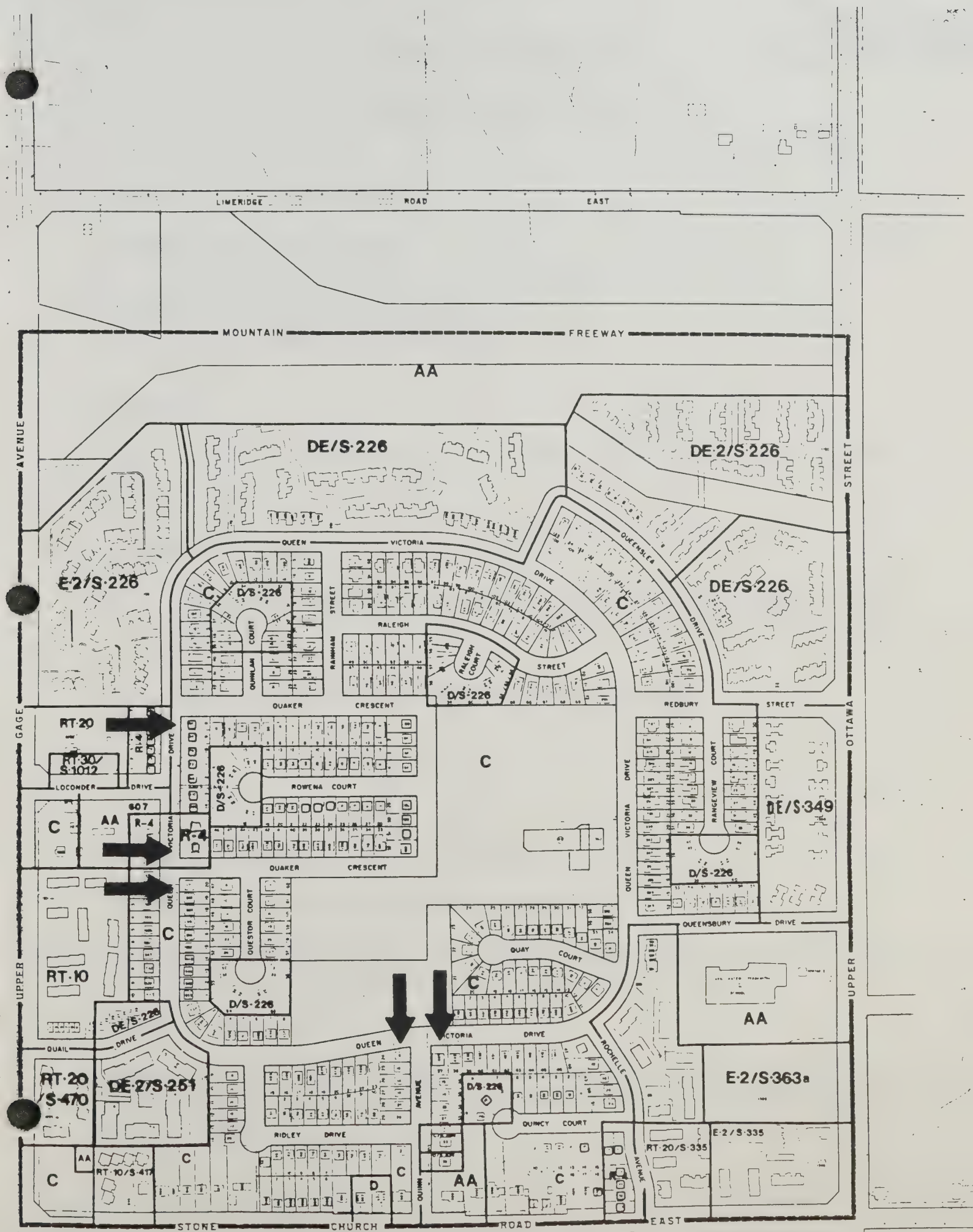
BACKGROUND:

The Traffic Department has received several requests from area residents that corner clearances be implemented at various intersections on Queen Victoria Drive to improve the visibility of vehicles travelling on Queen Victoria Drive.

Queen Victoria Drive has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. An investigation has confirmed that when vehicles are parked on the east side of Queen Victoria Drive visibility at the north and south legs of Quaker Crescent is obstructed to some degree. Similarly, when vehicles are parked on the south side of Queen Victoria Drive visibility at Quinn Avenue is obstructed to some degree.

The implementation of the recommended regulations will result in the loss of a total of five legal on-street parking spaces. However, since virtually all residents in the area have available off-street parking, staff do not anticipate any parking difficulties for area residents. Therefore, in order to improve visibility and to facilitate turning movements, the Traffic Department recommends that corner clearances be implemented at the above-mentioned intersections.

HM *CS*
HM/CVB/ks



2(BXiXd)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 10

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED

DEC 17 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

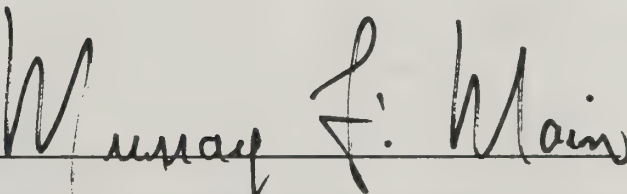
CITY CLERKS

SUBJECT:

South side of Nugent Drive (south leg), west of Nash Road - Corner Clearance. [TEC-269-92]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the south side of Nugent Drive (south leg) commencing at Nash Road and extending to a point 82 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

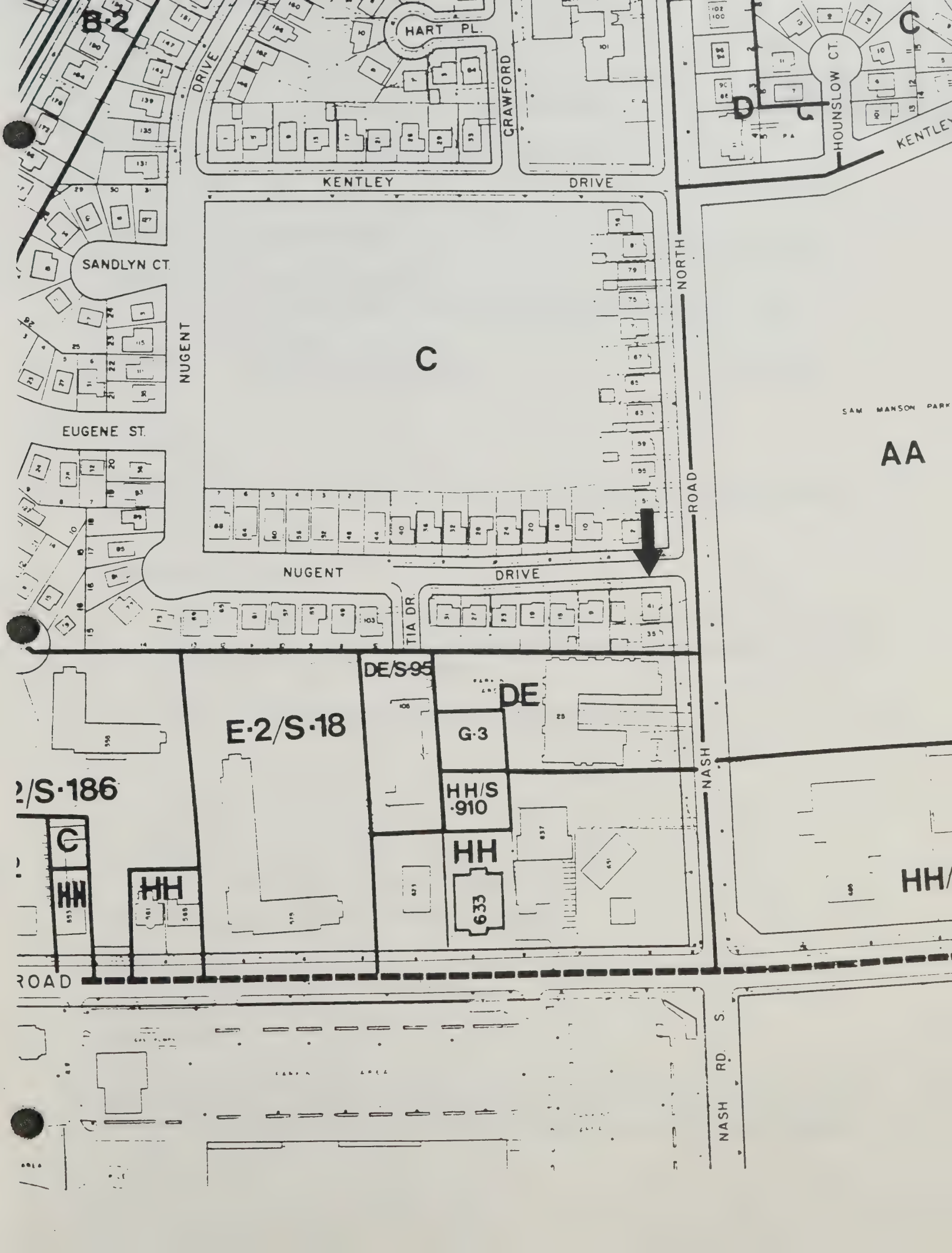
BACKGROUND:

Alderman Dominic Agostino recently held a public meeting at the Redhill Public Library to discuss residents concerns regarding through traffic in the Kentley Neighbourhood.

During this meeting, a request was received to implement a corner clearance at the intersection of Nugent Drive (south leg) and Nash Road. Nugent Drive has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The Traffic Department agrees that parked vehicles on both sides of this street in this area would interfere with turning movements at this intersection to some degree. Therefore, the Traffic Department concurs with the request and recommends that stopping be prohibited on the south side of Nugent Drive from Nash Road to a point 82 feet westerly therefrom.

The implementation of the requested regulation would result in a loss of only two leg on-street parking spaces. However, since virtually all residents have off-street parking provided and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB/lin
CVB/ca



B-2

HART PL.

CRAWFORD DRIVE

HOUNSLOW CT.

KENTLEY

KENTLEY DRIVE

DRIVE

NORTH

ROAD

NASH

NASH RD. S.

SANDLYN CT.

NUGENT

EUGENE ST.

NUGENT DRIVE

DRIVE

TIA DR.

DE/S-95

DE

E-2/S-18

G-3

HH/S-910

HH

633

E-2/S-186

C

HH

HH

HH

ROAD

SAM MANSON PARK

AA

2(b)(iii)(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 4

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

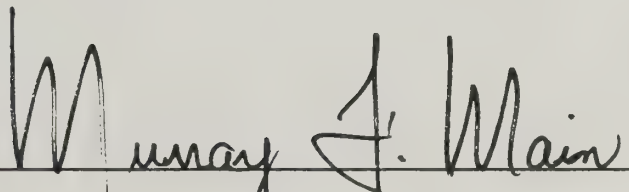
DEC 17 1992
CITY CLERKS

SUBJECT:

Nancy Street between Queensdale Avenue East and Everton Place - Parking Regulations.
[TEC-260-92]

RECOMMENDATION:

- a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on both sides of Nancy Street between Queensdale Avenue East and Everton Place, be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department Operating budget estimates to cover the cost of removing the subject signs.

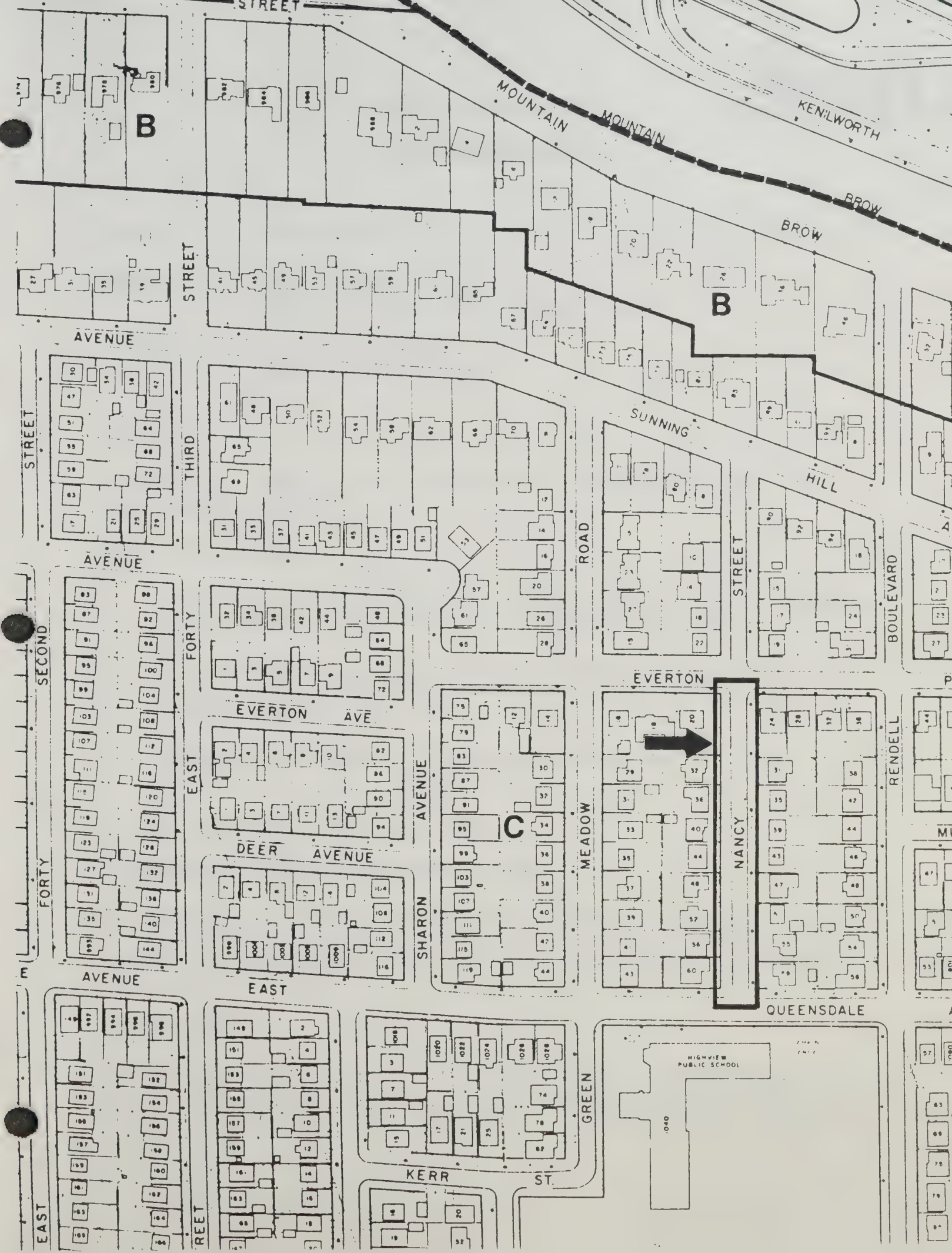
BACKGROUND:

Alderman Tom Jackson has forwarded a petition signed by representatives of 13 of 18 one, two and three family dwellings abutting Nancy Street between Queensdale Avenue East and Everton Place, requesting that the existing "No Parking" regulation be removed from both

sides of the street in this block. All of the residents who signed the petition are in favour of removing the existing regulation. Staff have investigated this matter and have the following report:

Nancy has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on both sides of the street in this area rather than a "No Parking" regulation as was identified on the heading of the petition. The existing regulations were implemented in 1987 as a result of a petition from the abutting residents who were concerned regarding long-term non-resident parking by students from Mohawk College Highview Campus. However, Highview School is now an elementary school and the residents feel there no longer is a need for a time limit regulation. Therefore, since 72% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

WHD
CVB/MH/ca



2(b)(iii)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 19

RECEIVED

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

DEC 17 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

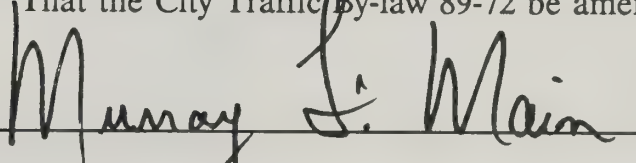
CITY CLERKS

SUBJECT:

Hughson Street North between Wood Street and Macauley Street East - Parking Regulations. (TEC-252-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Hughson Street North between Wood Street East and Macauley Street East; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first eleven eligible applicants residing in the block to a maximum of eleven permits; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for \$132.00 in revenue each year from the sale of parking permits which would offset the cost to some degree.

BACKGROUND:

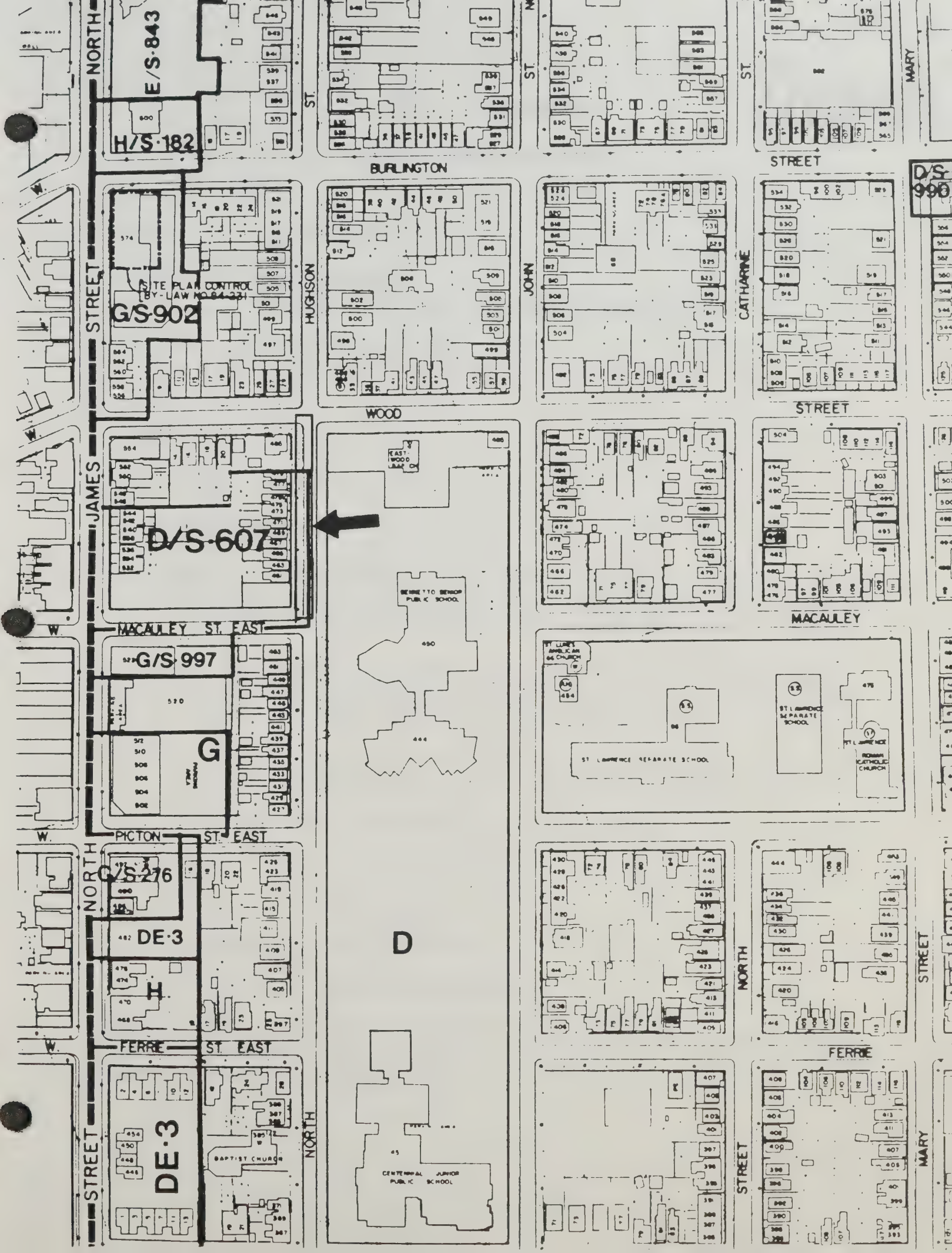
The Traffic Department has received a petition signed by representatives of 10 of the 14, one, two and three family dwellings abutting Hughson Street North between Wood Street East and Macauley Street East requesting that a "Permit Parking" regulation be

implemented on the west side of the street in this block. All but one of the residents who signed the petition are in favour of the requested regulation. The resident who is opposed to the requested regulation has advised that he and his wife drive taxi cabs which would not be eligible for parking permits.

Hughson Street North has a 26 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by visitors of the Bennetto Recreation Centre. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a charge of \$12.00 per year (plus G.S.T.) to exempt their vehicles from the signed "Permit Parking" regulation.

An investigation has revealed that there are eleven legal on-street parking spaces on the west side of the street in this block. It was indicated on the petition that six permits would be required by the abutting residents. Therefore, since the demand for permits does not exceed the number of on-street spaces and since 64 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.

HM
HM/CVB/ks



2(BXiiiK)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 15

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

DEC 17 1992

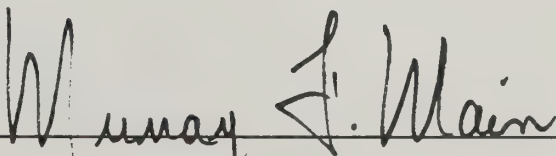
CITY CLERKS

SUBJECT:

Cartier Crescent - Parking Regulations. (TEC-258-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation be implemented on both sides of Cartier Crescent from end to end such that parking is prohibited:
- on the south and west sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the north and east sides of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each parking permit would off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 22 of the 29 one, two and three family dwellings abutting Cartier Crescent requesting that an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Cartier Crescent. All of the residents who signed the petition are in favour of the requested regulations.

Cartier Crescent has a 28 foot pavement width, and presently, there is unrestricted free parking on the south and west sides, and a "No Parking" regulation by order of the Chief of Police on the north and east sides of the street which was implemented to facilitate truck movements during construction. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by St. Jean de Brebeuf High School students. The implementation of the requested regulation would reduce long-term non-resident parking on this street. Therefore, since 76 percent of the abutting residents are in favour of the requested parking regulations, the Traffic Department concurs with the request.

Presently, construction of the southerly portion of Cartier Crescent is not complete. However, as a safety measure it would be appropriate to also implement the proposed regulations on the southerly end of the street upon completion of the roadway and prior to occupancy of future homes.

HM CVB
HM/CVB/ks

ROAD EAST

AA

AA

HOLLAND AVENUE

R-4

DEWENTON DRIVE

R-4-H/S-1028

BUTLER DRIVE

CARTIER

CASES

AA/S-684

PUBLIC SCHOOL

20.66 AC

ACADIA DRIVE

SHERMAN AVENUE

DULGAREN ST.

2.26 AC

(2.90 AC)

2(BXiii)(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 10

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

DEC 17 1992

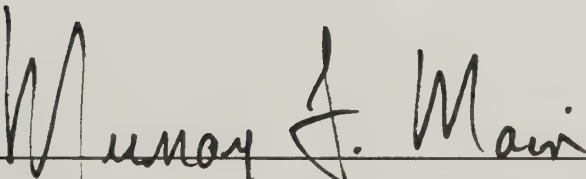
SUBJECT:

CITY CLERKS

Geneva Drive - Parking Regulations. [TEC-268-92]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the west side of Geneva Drive commencing at a point 11 feet north of the public walkway between Nos. 30 and 34 Geneva Drive and extending to a point 36 feet southerly therefrom; and
- b) That a "No Stopping" regulation be implemented on the east side of Geneva Drive commencing at a point 5 feet north of the public walkway between Nos. 29 and 33 Geneva Drive and extending to a point 20 feet southerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Ross and Alderman Frank D'Amico recently held a public meeting to discuss residents' concerns regarding parking and safety in the area around Mohawk College.

Some residents expressed concern that students from Mohawk College frequently park in front of the public walkway situated at a mid-block location on Geneva Drive. They have requested that parking be prohibited on both sides of the street adjacent to this public walkway. All of the residents who abut this walkway are in favour of the proposed regulation. Therefore, in order to improve visibility of pedestrians using this public walkway and to facilitate snow removal at this location, the Traffic Department recommends that stopping be prohibited on both sides of Geneva Drive, adjacent to this public walkway.

The implementation of the proposed regulation will result in a loss of only two legal on-street parking spaces. However, since virtually all residents in this area have off-street parking provided, the Traffic Department does not anticipate any parking difficulties for area residents.


CVB/ca



2(BXiiiXz)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

DEC 17 1992

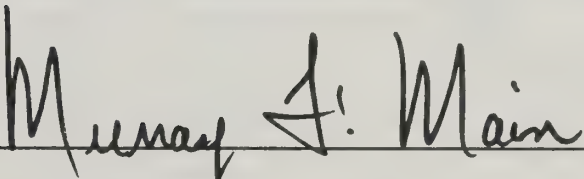
SUBJECT:

CITY CLERKS

Geneva Drive between Delmar Drive and Bendamere Avenue - Parking Regulations.
(TEC-265-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Geneva Drive between Delmar Drive and Bendamere Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

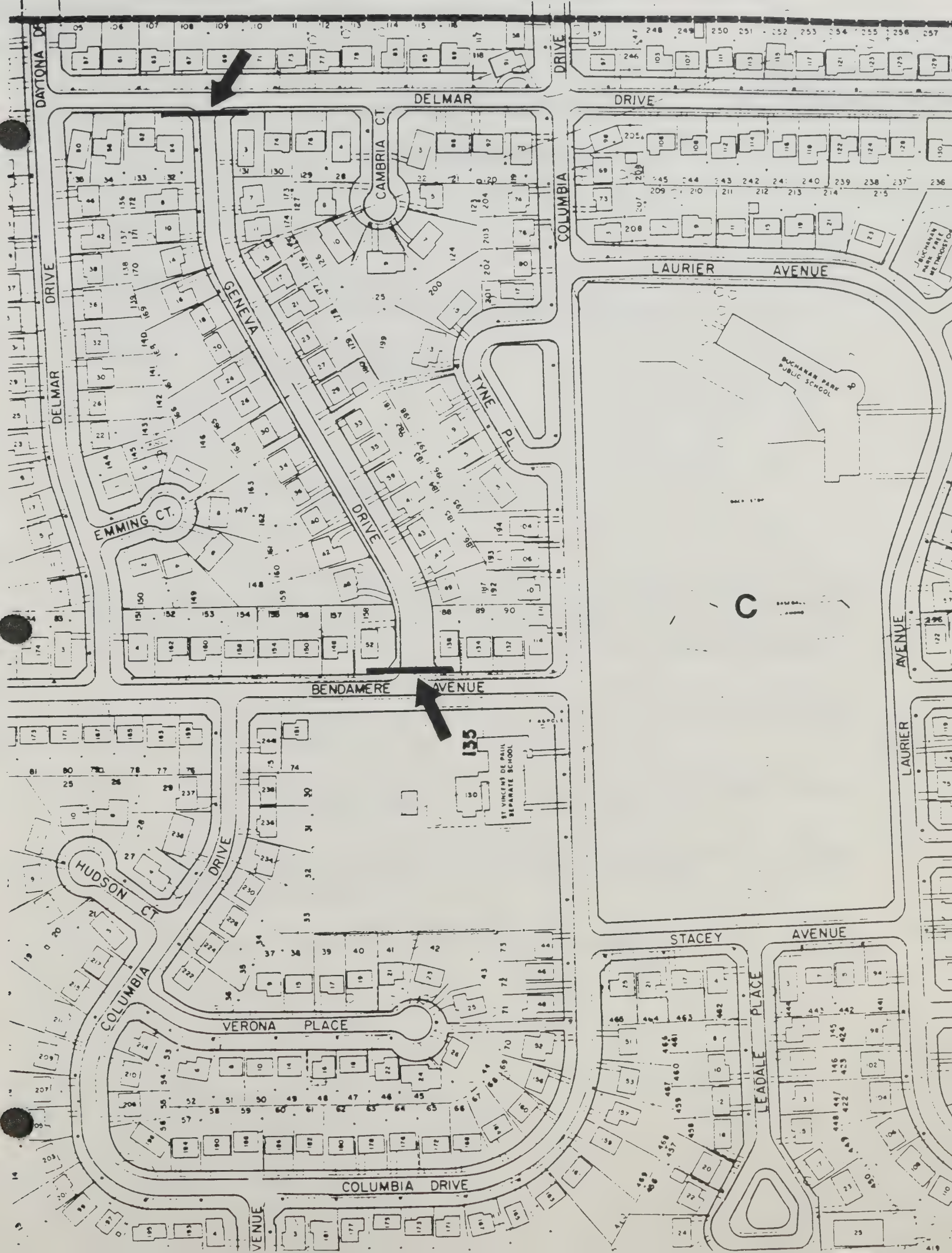
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit would off-set the cost to some degree.

BACKGROUND:

Alderman Don Ross recently submitted a petition signed by representatives of 24 of the 33 one, two and three family dwellings abutting Geneva Drive between Delmar Drive and Bendamere Avenue, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All of the residents who signed the petition are in favour of the requested regulation.

Geneva Drive has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The residents who signed the petition have expressed concern regarding long-term non-resident parking by Mohawk College students. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit per year to exempt their vehicles from the signed time limit. Therefore, since 73 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

HM CVB
HM/CVB/ks



2(BXiii)f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 15

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

DEC 17 1992

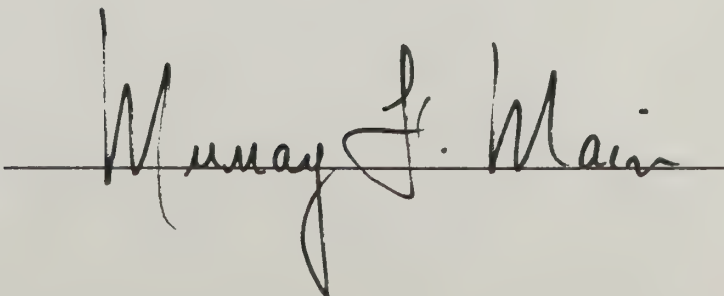
CITY CLERKS

SUBJECT:

Delmar Drive - Parking Regulations. (TEC-264-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation be implemented on both sides of Delmar Drive/Daytona Drive commencing at Bendamere Avenue and extending to the northerly end of the street such that parking is prohibited:
 - on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the west side of the street from the 16th to the last day of April, May June, July, August, September, October and November; and
- b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Delmar Drive between Geneva Drive and Daytona Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit would off-set the cost to some degree.

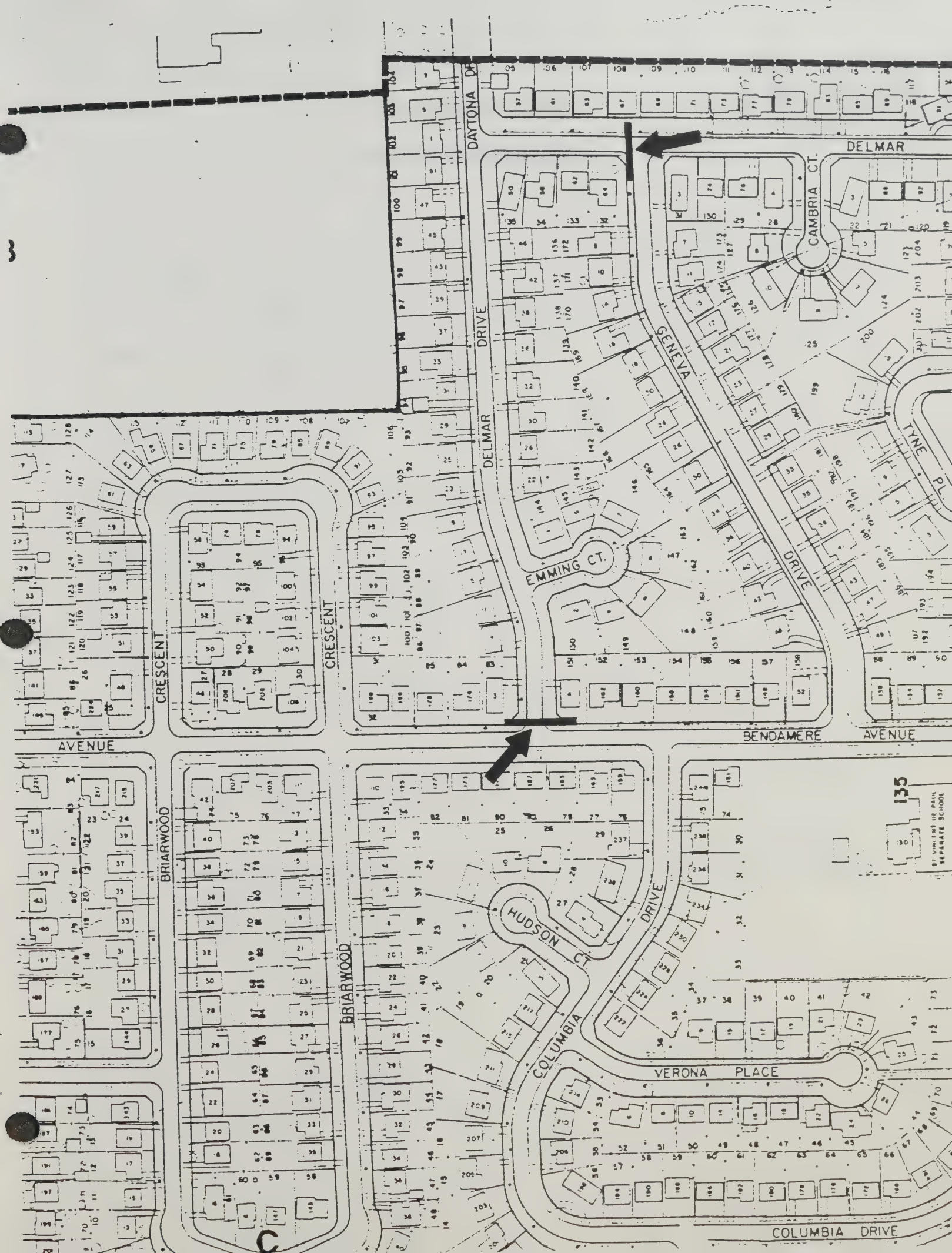
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 22 of the 33 one, two and three family dwellings abutting Delmar Drive/Daytona Drive between Bendamere Avenue and the northerly end, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation be implemented on both sides of the street in this area. All of the residents who signed the petition are in favour of the requested regulations. The street name changes from Delmar Drive to Daytona Drive at the northerly end of the block. Also, four of the eight residents who abut Delmar Drive between Geneva Drive and Daytona Drive have requested that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of the street in this block. The Traffic Department has contacted three additional residents, two are in favour and one is opposed to the requested regulations.

Delmar Drive has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, the Traffic Department concurs with the request for an "Alternate Side Parking" regulation on Delmar Drive/Dayton Drive.

The residents have expressed concern regarding long-term non-resident parking by students from Mohawk College. The implementation of the requested regulation will eliminate long-term non-resident parking in this area and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit per year to exempt their vehicles from the signed time limit regulation. Therefore, since 67 percent of the abutting residents are in favour of the requested regulations, the Traffic Department concurs with the request.

HM CA
HM/CVB/ks



26XiiiX9

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 3

RECEIVED

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

DEC 17 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

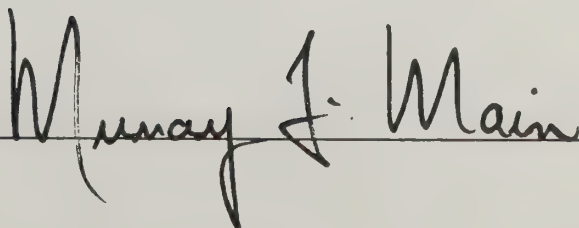
CITY CLERKS

SUBJECT:

Review of the "Through Street" System [TEC-226-92]

RECOMMENDATION:

- (a) That the following streets be deleted as "Through Streets" in order to allow parking to occur overnight;
- Upper Kenilworth Avenue from Limeridge Road to Mohawk Road
Beach Road from Gage Avenue to Ottawa Street
Sherman Avenue from Delaware Avenue to Cumberland Avenue
- (b) That a "No Parking, 8:00 a.m. to 12:00 noon, second Thursday of each month, April to November" regulation be implemented on the west side of Sherman Avenue from Delaware Avenue to Cumberland Avenue; and
- (c) That a "No Parking, 8:00 a.m. to 12:00 noon, second Wednesday of each month, April to November" regulation be implemented on the east side of Sherman Avenue from Delaware Avenue to Cumberland Avenue; and
- (d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic and Public Works Departments recently reviewed the "Through Street" system to determine whether or not any streets should be added or deleted. Parking is prohibited between the hours of 2:00 a.m. and 7:00 a.m. each day on virtually all "Through Streets" in order that street maintenance activities can occur overnight when vehicular and pedestrian volumes are light.

The Public Works Department has advised that sections of Upper Kenilworth, Beach Road and Sherman Avenue could be deleted from the through street system such that parking could be allowed overnight.

The section of Upper Kenilworth between Limeridge and Mohawk and Beach Road from Gage to Ottawa would be posted with temporary cardboard "No Parking" signs when street maintenance operations are scheduled. The section of Sherman Avenue from Delaware to Cumberland would be posted with permanent part-time "No Parking" signs, as detailed in the recommendation, in order to allow street maintenance operations to occur at regularly scheduled intervals.

The Traffic Department will also be reporting to the Transportation Services Committee respecting the deletion of several Regional Roads from the "Through Street" system.

ljd
MH/jd

2(B)(iv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 27

RECEIVED

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

DEC 17 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

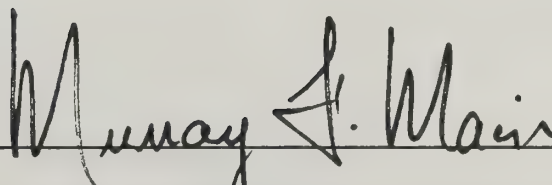
CITY CLERKS

SUBJECT:

Intersection of Jackson Street West and Ray Street South - Intersection Control.
[TEC-255-92]

RECOMMENDATION:

- a) That all-way stop control be implemented at the intersection of Jackson Street West and Ray Street South; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

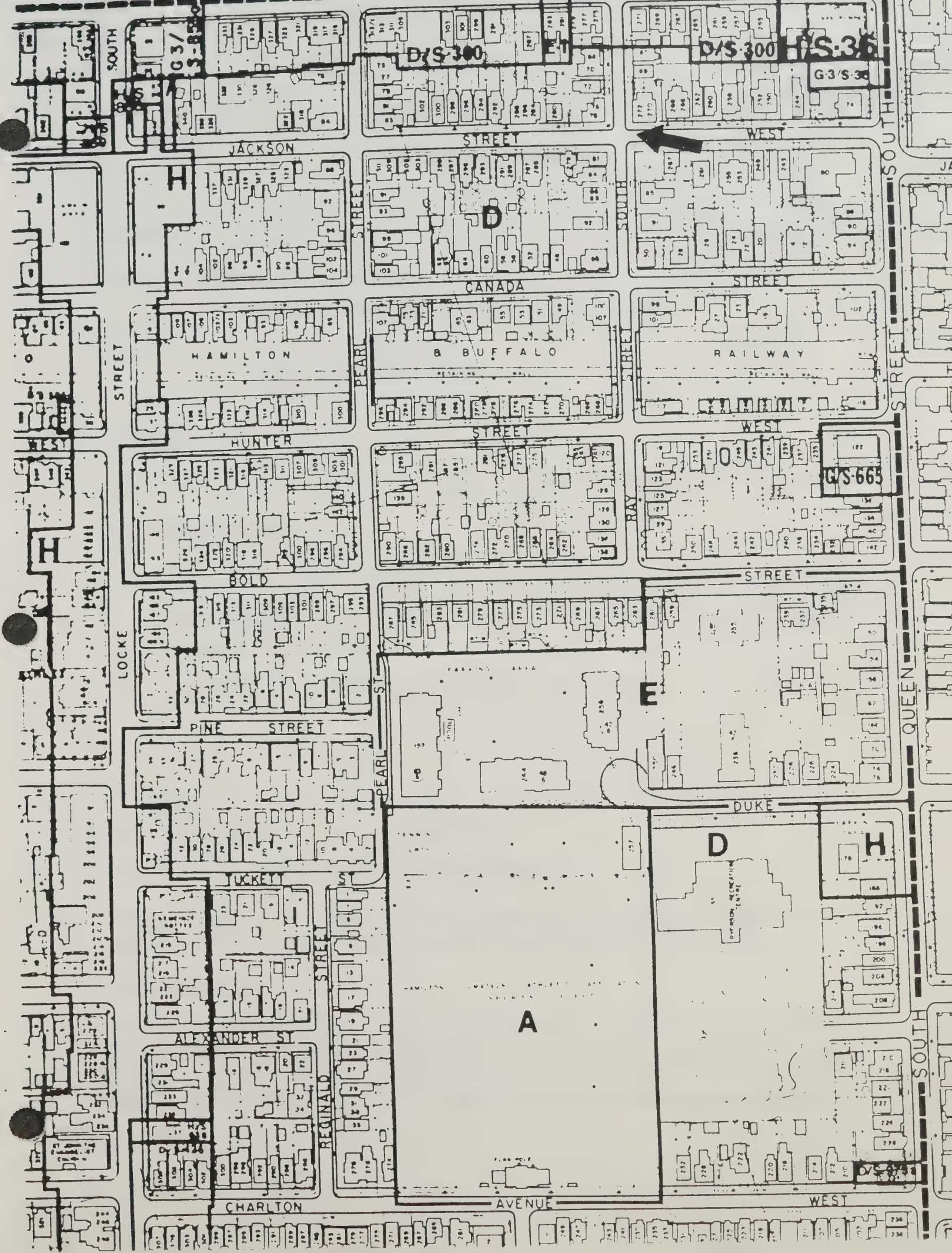
BACKGROUND:

Alderman Terry Cooke has advised of a request by Mr. Geoff Carruthers that all-way stop control be implemented at the intersection of Jackson Street West and Ray Street South.

The intersection of Jackson Street West and Ray Street South is a four-leg intersection of two one-way streets, and presently, northbound traffic on Ray Street South is required to stop for westbound traffic on Jackson Street West. Traffic Department records indicate that the intersection has experienced an average of 1.2 collisions per year over the past seven years. This is a reasonably good collision record for this type of intersection.

An investigation has revealed that there is a permanent sight obstruction, due to roadway geometrics, at the intersection of Jackson Street West and Ray Street South. Visibility of vehicles entering the roadway from private driveways immediately west of Ray Street South is obstructed for westbound motorists on Jackson Street West due to a downhill slope in the roadway immediately west of Ray Street South as well as for motorists entering the roadway from these private driveways. Therefore, due to the permanent visibility obstruction, this intersection meets at least one of the criteria for all-way stop control. For the above-mentioned reasons, the Traffic Department recommends that all-way stop control be implemented at the intersection of Jackson Street West and Ray Street South.

JHM
HM/CVB/ks



2 (B)(v)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 8

RECEIVED

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

DEC 17 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

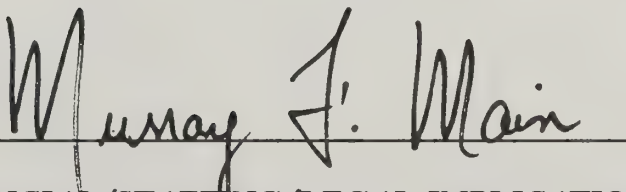
CITY CLERKS

SUBJECT:

No. 290 South Bend Road East - Request for Wheelchair Loading Zone. (TEC-261-92)

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 9:00 p.m., Monday to Friday" regulation be implemented on the south side of South Bend Road East commencing at a point 280 feet east of East 16th Street and extending to a point 36 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

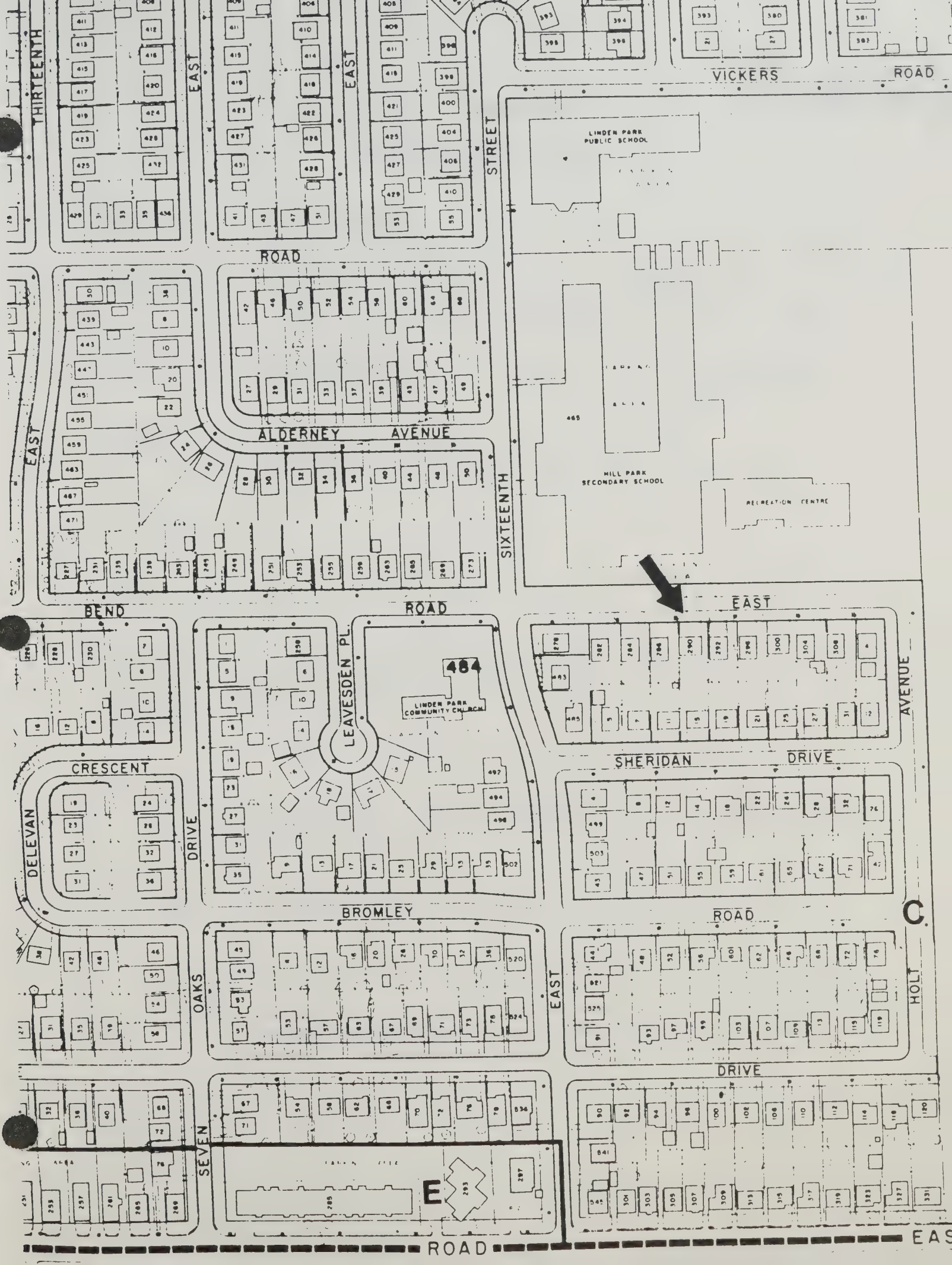
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Josephine Webb, No. 290 South Bend Road East, that a "No Stopping, Wheelchair Loading Only" regulation be implemented on the south side of the street directly in front of Ms. Webb's home since she is disabled and requires the frequent use of Darts buses for doctor appointments and shopping.

South Bend Road East has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted free parking on the south side of the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property. However, the applicant has agreed to limit the hours of the regulation such that the space would be available for parking after 9:00 p.m. each evening and all day on weekends. Therefore, the Traffic Department does not anticipate any parking problems for area residents and concurs with the request.

HM
HM/CVB/ks



26Xixa)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 1
T103 23 (A) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Road Closure:
Jackson Street East between
Bowen Street and Catharine Street

RECEIVED

DEC 17 1992

CITY CLERKS

(R-93-02)

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of Kepic Wrecking Inc. (79 Oak Hill Drive, Brantford Ontario, N3T 1R3) to temporarily close Jackson Street East between Bowen Street and Catharine Street South on Thursday December 3, 1992 from 9:00 am to 1:00 pm. to place a crane on City road allowance, subject to the following conditions:

- i) That approval from Regional Police Services be received;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadway, if deemed necessary by the Director of Traffic Services;

Cont'd...

Temporary Closure:
Jackson Street East

Cont'd...

- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the road, to the satisfaction of the City and at the expense of the applicant;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from Kopic Wrecking Inc., to temporarily close Jackson Street East between Bowen Street and Catharine Street on Thursday December 3, 1992 from 9:00 am to 1:00 pm. The closure was required to facilitate the removal of skids of brick from the former Dare Candy building on Jackson Street.

As this type of work could not be completed without a full road closure and as the City of Hamilton Traffic Department notified all municipal departments affected and no objections were received, this Department was in favour of the closure.

 JKC:

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Police Services
cc: D. Lobo, Director, City of Hamilton Public Works Department

2(c)(x)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 3
T103 03 (299) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Closure; Belview Avenue, from 25 m south
of Barton Street to Southerly Limits

RECEIVED

DEC 17 1992

CITY CLERKS

(R-93-01)

RECOMMENDATION:

- i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the road allowance of Belview Avenue, from 25m south of Barton Street to the southerly limits;
- ii) That the Commissioner of Transportation/Environmental Services, on behalf of the City as the applicant, prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be disposed of;
- iii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;
- iv) That the City of Hamilton provide an easement to the Region for the existing 155mm watermain, 300mm sanitary sewer and 525mm storm sewer in the proposed closure area;
- v) That the City of Hamilton provide a 2.0 metre easement to Union Gas for their underground plant consisting of a 114.3 mm gas main on the west side of Belview Avenue and a 42.2 mm gas main crossing Belview Avenue within the closure limits;

Continued ...

Belview Avenue Road Closure

Continued ...

- vi) That the City of Hamilton provide an easement to Hamilton Hydro-Electric System for pole, transformers and overhead wire in the proposed closure area;
- vii) That the City of Hamilton provide an easement to Bell Canada for buried cables in the closure area;
- viii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;
- ix) That the Law Department prepare a use Agreement with the owner of the abutting industrial property based on the participation of the City and Glendale Spinning Mills in the proposed solution, for removal of tracks and placement of a hard surface on the CP Rail lands;
- x) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.



for E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the City of Hamilton Public Works Department for closure of the Belview Avenue road allowance, from 25 metres south of Barton Street to the southerly limits of Belview Avenue.

In 1989 Council approved the closure of portions of Belview and Beck Avenues to form part of Belview Park. The approved closure made truck access into the Glendale Spinning Mills factory more difficult, requiring transport trucks accessing the factory to back up Primrose Avenue.

cont'd...

-Page 3-

December 3, 1992

Belview Avenue Road Closure

cont'd...

The proposed closure of Belview will reroute the trucks to the factory with access from Barton Street, thereby eliminating the potential danger to the public from trucks backing up on Primrose.

City Council at its meeting of April 14, 1992 authorized staff to proceed with the closure of a portion of Belview Avenue from approximately 25 metres south of Barton Street to the southerly end of the public road allowance for a distance of 64 metres.

With respect to the proposed sale of the said portion of Belview Avenue to be closed Council has previously authorized that the purchasers be required as a condition sale to enter into an Agreement with the City regarding the Mills use of the truck access route.

In this regard Council has authorized the Director of Property to negotiate a lease for CP Rail of the alternate truck access route which will shift the tracks to the east and allow trucks to pass along the east side of the mill, over Cp Rail's tracks and installing a hard surface on the leased access.

That lease together with the said Agreement will be a condition of sale of the closed Belview Avenue and the two Agreements will be submitted to Council for approval by the Director of Property.

Subject to the Lease Agreement, funds will be allocated from the Crown Point West/Stipely, Phase II P.R.I.D.E. Programme, at a total estimated cost of seventy thousand dollars plus contingency (50% Provincial and 50% Municipal) for the purpose of relocating CP Rail's tracks and installing a hard surface on the leased access.

Council Approved by resolution on April 14, 1992 the cost allocations, that the Law Department prepare the Use Agreement and apply for O.M.B. approval of the ten year lease.

The Planning and Development Committee meeting held a public meeting on October 7, 1992 arranged by the Public Works Department to receive input on the proposed solution prior to any physical work being carried out. There were no alternative proposals from the general public and the majority of those present were in favour of this application.

cont'd...

-Page 4-

December 3, 1992
Belview Avenue Road Closure

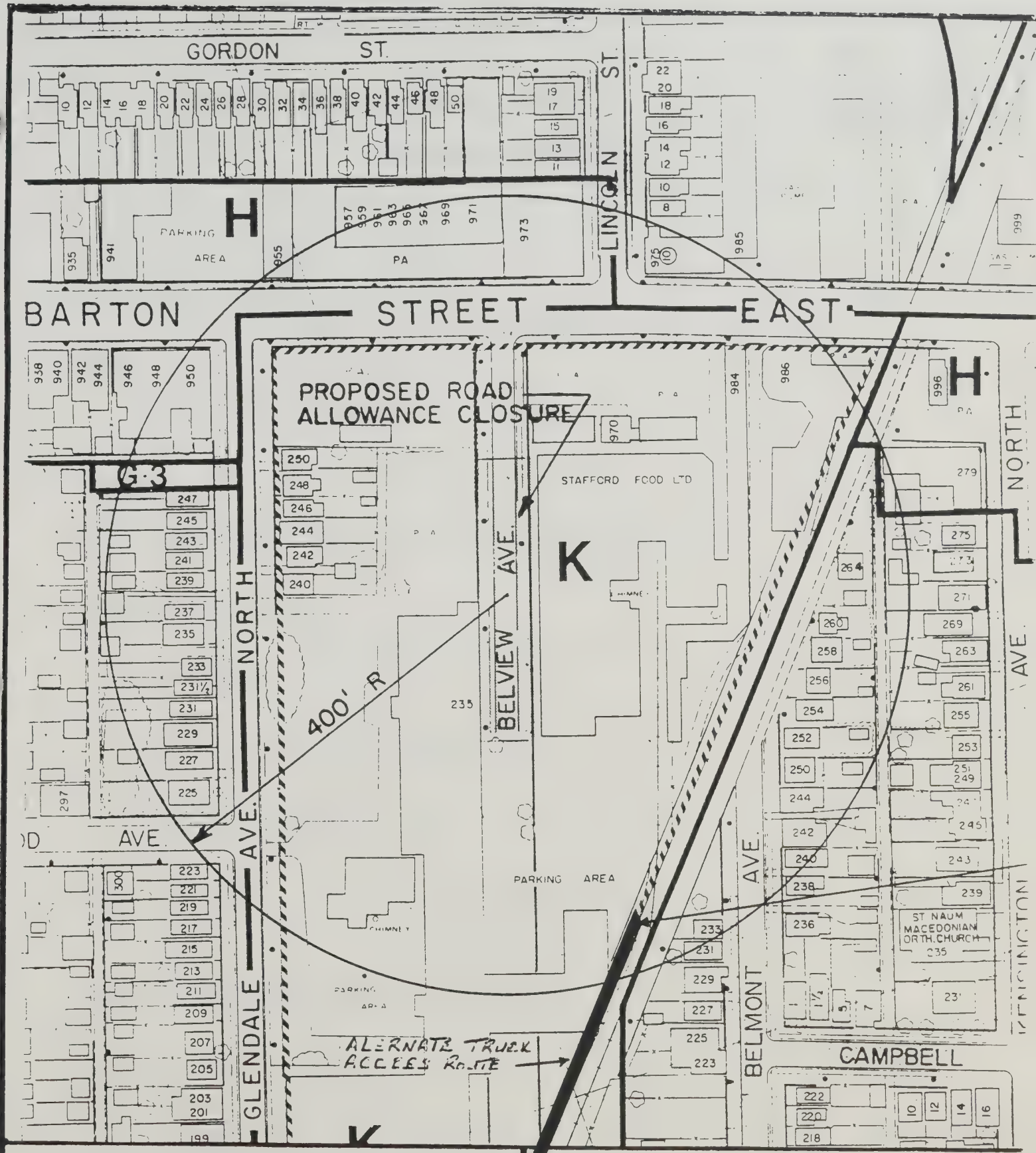
cont'd...

This Department sent out eighty six notices of the proposed closure to the affected area residents and businesses. Eleven responses were received, five in favour, five opposed and one indicating no interest. The five negative responses concerned the loss of parking in the neighbourhood. The Traffic Department however informed this Department that the loss of parking in the neighbourhood is not significant as there is metered parking in the area.

Since no opposition has been received from any municipal departments or utility companies and since the proposed closure is in the interest of public safety, this Department is in favour of the closure.

WJ
JKC:

cc: Alderman D. Drury
cc: Alderman B. Morelli
cc: M. Watson Property Department (Real Estate)
cc: D. Powers, Law Department



LOCATION PLAN FOR CLOSURE OF ROAD ALLOWANCE

2(c)(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: December 17, 1992

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

- a) That the City lands known as all of Block 25, Plan 62M-409 be incorporated into Mark Place.
- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd

- page 2 -
December 17, 1992

Cont'd

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

/ljm
Encl.

cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Mark Place	Block 25 Plan 62M-409	N/A	To provide access and hook-up between Mark Place, Plan 62M-409 & Mark Place Plan 62M-452	S701-35 S701-38

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93
INTO MARK PLACE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Mark Place by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Mark Place.

Part of Parcel Reserves -1
Section 62M-409

Being all of Block 25, Plan 62M-409

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

City Clerk

Mayor

2(c)(iii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 16
S718-78 P. Strong

RECEIVED

DEC 18 1992

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

CITY CLERKS

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions (R-93-04)

RECOMMENDATION:

- a) That the portion of Item 35 of the 8th Report of the Transport and Environment Committee adopted by City Council on July 28, 1992, which refers to the approval of engineering schedules for "Rymal Square Estates - Phase 3", Hamilton be ammended to show a reduction in the City share of services from \$62,625.60 to a City share of \$59,627.38.
- b) That the revised schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in;

"RYMAL SQUARE ESTATES - PHASE 3", Hamilton

City's Share \$ 59,627.38

Subdivider's Share \$ 61,564.42

- c) That the portion of Item 36 of the 10th Report of the Transport and Environment Committee adopted by City Council on July 28, 1992, which refers to the approval of the City granting a sewer easement to the Region over City parklands in connection with the Development of "Rymal Square Estates - Phase 3", Hamilton be ammended to show the easement width being reduced from 6.0 metres in width to 4.5 metres in width.

cont'd...

December 16, 1992

1992 Servicing Expenditure Related to Subdivisions

Cont'd...

- d) That the City of Hamilton accept from the Developer, \$ 6,675 as the cash payment for the fair market value of the sewer easement, the value has been estimated by the City of Hamilton Real Estate Department. These monies shall be collected under the City of Hamilton Subdivision Agreement for "Rymal Square Estates - Phase 3".



E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated cost of the City's share of services to be approved at this time for this development is \$59,627.38. This represents a reduction from \$62,625.60 previously approved by City Council on July 28, 1992. The reduction in City share is a result of the revision to the cost sharing for fencing required between City parklands and lands owned by the Developer. When the Developer applied for and received rezoning of the lands to multiple residential, one condition of the rezoning application required the Developer to construct at his entire expense, a fence adjacent to City lands. This case is then different from current City policy which states that the City would cost share on a equal basis for fencing installed between a Developers lands and City parklands.

BACKGROUND:

On May 8, 1990, and as amended November 13, 1992 and September 28, 1992 the Commissioner of Planning and Development for the Region approved the proposed draft plan for "Rymal Square Estates". One of the conditions of draft plan approval required the Owner (Rymal Square Developments Inc.) to enter into a Subdivision Agreement with the City of Hamilton. Rymal Square Estates - Phase 3 will result in the creation of one (1) Block of land for multiple family residential development.

Cont'd...

December 16, 1992

1992 Servicing Expenditure Related to Subdivisions

Cont'd...

The total estimated cost of the City's share of services to be approved at this time for this development is \$59,627.38. This represents a reduction from \$62,625.60 previously approved by City Council on July 28, 1992. The reduction in City share is a result of the revision to the cost sharing for fencing required between City lands and lands owned by the Developer. When the Developer applied for, and received rezoning of the lands from single and semi-detached residential to multiple family residential (townhouses), one condition of the rezoning application required the Developer to construct at his entire expense, a fence adjacent to City lands. Normal City policy states that the City would cost share for fencing on a 50/50 basis.

The lands of "Rymal Square Estates - Phase 3" are located on the north side of Rymal Road East between Upper Wentworth Street and Upper Sherman Avenue in the Butler Neighbourhood.

Note: The revised engineering schedules for the above-noted subdivision have been prepared by the Developer's Consulting Engineer and have been approved by the Commissioner of Transportation/Environmental Services.

PS 

cc: A. C. Ross, City Treasury Department

cc: M. Watson, Real Estate Division, City Property Department

CITY OF HAMILTON
- RECOMMENDATION -

2(0Xi)

DATE: 1992 December 7

RECEIVED

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

DEC 10 1992

FROM: Mr. D. Lobo, Director
Department of Public Works

CITY CLERKS

SUBJECT: Proposed Construction of Sidewalks, Curbs and a Roadway
as Local Improvements on Forbes Street(PW800-0624)

RECOMMENDATION:

- a) That the construction of concrete sidewalks and curbs and a finished roadway on Forbes Street from approximately 40m south of Blossom Lane to approximately 57m southerly, adjacent to the proposed Blossom Estates Subdivision, proceed as local improvements pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$47,400 with a City's Share of \$15,540 and an Owner's Share of \$31,860 all as provided in the 1992 portion of the 1992 - 2001 Capital Budget; and
- b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and
- c) That the Senior Director of Roads be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and
- d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

D. Lobo

D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1992 - 2001 Capital Budget. The estimated cost per metre of frontage for concrete sidewalks and curbs and a finished roadway is \$360.00. If approved, this project will reduce the balances available in the City's Share to \$383,407.66 and the Owner's Share to \$502,632.34.

BACKGROUND:

The developer of Blossom Estates Subdivision will be constructing the extension of Forbes Street as part of the subdivision from the existing southern limit to the lands of the Separate School Board to the south (see attached plan).

Along the extension of Forbes Street, there is an existing house (no. 11) which will have frontage along the easterly limit of the newly established roadway. Driveway access to house no. 11 is currently from Blossom Lane through the existing portion of Forbes Street. This driveway will be removed in conjunction with the development of the subdivision. As this is the only access to the house, driveway access to 11 Forbes Street will have to be maintained once the new road is built. Also the lot on which house no. 11 sits on is not large enough to develop further through land severance. Therefore, in this case, the City would not be able to establish a 0.3m reserve along the frontage of this property, to restrict access and recover servicing costs.

In order to allow the City to recover costs along the east side of Forbes Street, we recommend the works on Forbes Street be processed as a local improvement so that the property in question may be assessed the local improvement charges.

RPM/ap
Att.

c.c. J. Schatz, City Clerk

P. Noe-Johnson, City Solicitor
Attention: S. Riley

A. Ross, City Treasurer
Attention: N. Adhya

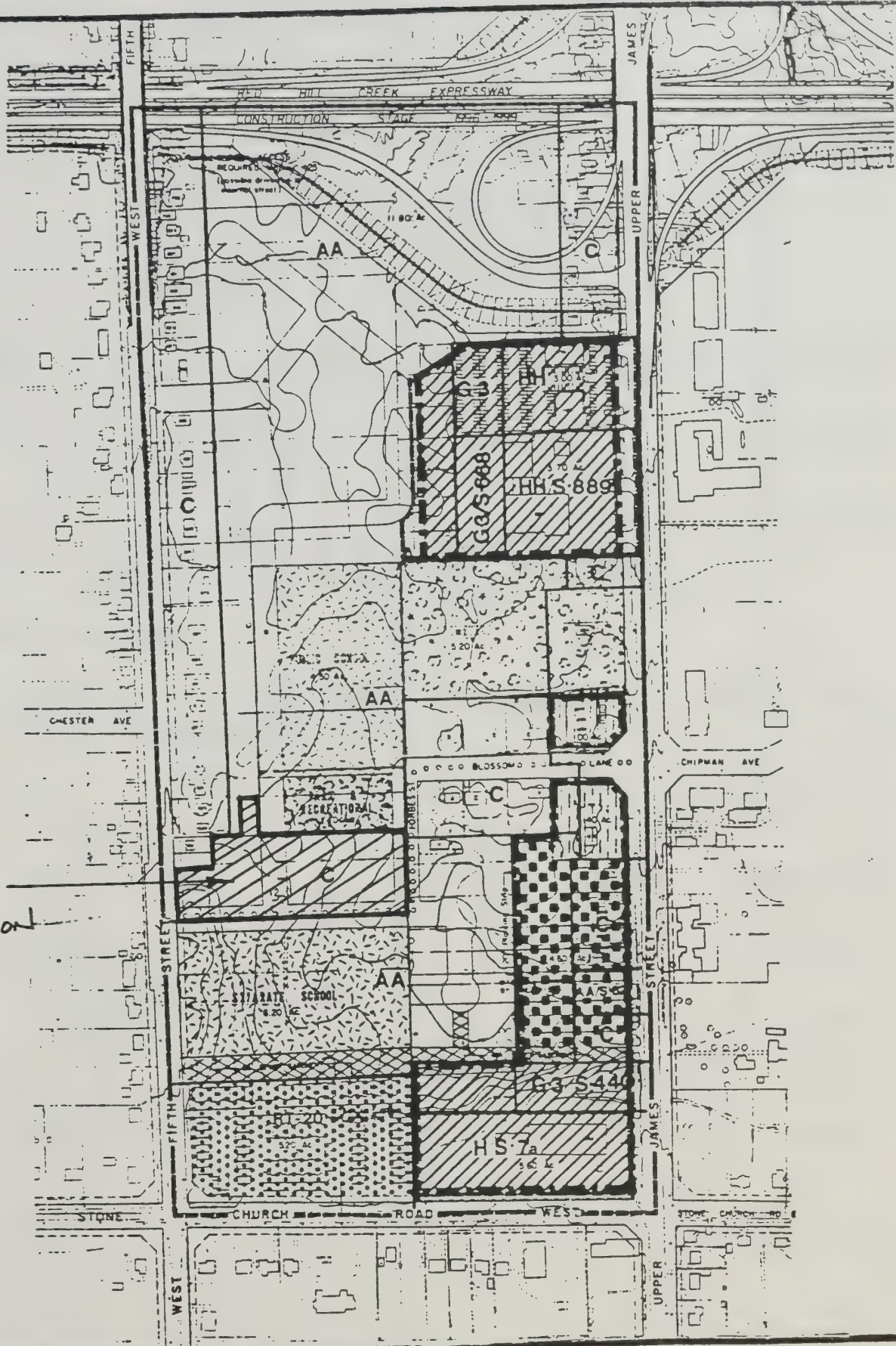
G. Lawson
Commissioner of Finance

V. Abraham, Director
Local Planning

D. Y. Onishi, Director
Design & Construction
Roads Department

S. Reeder, Secretary
Finance & Administration Committee

BLOSSOM
ESTATES
SUBDIVISION



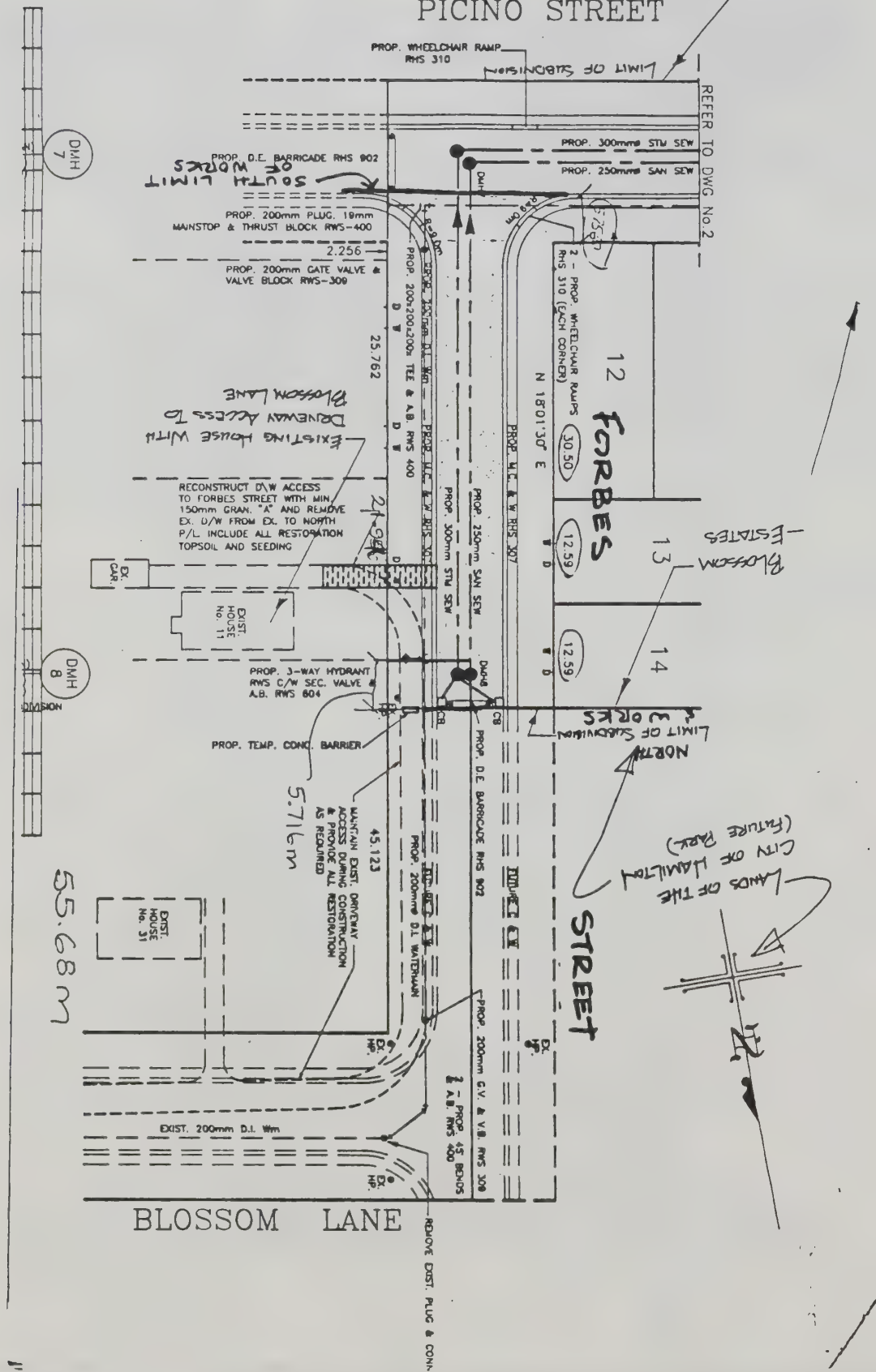
KEY PLAN

HTS

APPROVED PLAN

KERNIGHAN

—LANDS OF THE
SEPARATE SCHOOL BOARD?



2(0Xii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 15

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Local Improvement Charges for the Construction of
Roads, Curbs, Sidewalks and Alleys (PW800-0624)

RECEIVED

DEC 17 1992

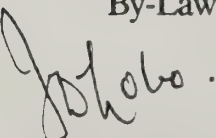
CITY CLERKS

RECOMMENDATION:

- (a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		<u>Maximum Charge per Metre of Frontage</u>	
	<u>Item</u>	<u>Existing 1992</u>	<u>Proposed 1993</u>
i)	Curb Only	\$ 80.00	\$ 53.00
ii)	Sidewalks Only	80.00	89.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	137.00	121.00
iv)	Roadway Only	223.00	222.00
v)	Alleys	93.00	95.00
vi)	Roadway and Curbs Only (Industrial Subdivisions)	306.00	290.00

- (b) That the City Solicitor be authorized and directed to amend the Local Improvement By-Law.



D. LOBO, DIRECTOR
DEPARTMENT OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendations.

BACKGROUND:

The present local improvement rates were established by Council on 1992 March 10. The proposed 1993 rates reflect the changes in construction costs since the last rates were approved.

The 1993 rates have been established after reviewing actual 1992 construction costs for the various items. The rates reflect the average rateable cost for a 0.15 metre wide independent concrete curb, 1.5 metre wide concrete sidewalk, 8.5 metre wide asphalt roadway and 3.35 metre wide concrete alley.

The new rates are intended for application to projects initiated during 1993. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM/jdh
RPM

c.c. A. C. Ross, City Treasurer
Treasury Department

c.c. Ms. P. Noé Johnson, City Solicitor
Law Department

2 (EXi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 4

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

RECEIVED

DEC 07 1992

CITY CLERKS

SUBJECT: Supply and delivery of Reflective Sheeting during 1993,
Traffic Department

RECOMMENDATION:

That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of reflective sheeting as and when required during 1993 by the Traffic Department, at the unit prices attached, being the only tender received, in accordance with specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through Traffic Sign Materials Account No. CH56154 75999.



T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

The estimated expenditure during 1993 is \$130,000. This tender was advertised and three known suppliers requested to bid.

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY & DELIVERY OF REFLECTIVE SHEETING**BIDDER: 3M CANADA INC.**

<u>SECTION A</u>		PRICE EXCLUSIVE OF ALL TAXES	
<u>LIST ESTIMATED</u>		<u>UNIT PRICE</u>	
<u>NO.</u>	<u>QUANTITY DESCRIPTION</u>	<u>PER YD.</u>	<u>TOTAL PRICE</u>
5660	4 Rolls #2271 - 24" x 50 yd. Yellow Scotchlite	\$ 5.472	\$ 1094.40
5438	1 Roll #2275 - 24" x 50 yd. Blue Scotchlite	\$ 5.472	\$ 273.60
5462	1 Roll #2277 - 24" x 50 yd. Green Scotchlite	\$ 5.472	\$ 273.60
5500	1 Roll #1284 - 6" x 50 yd. Orange Scotchlite	\$ 1.368	\$ 68.40
5510	1 Roll #1284 - 30" x 50 yd. Orange Scotchlite	\$ 6.84	\$ 342.00
5516	3 Rolls #1284 - 36" x 50 yd. Orange Scotchlite	\$ 8.208	\$ 1231.20
5537	1 Roll #2290 - 3/8" x 50 yd. White Scotchlite	\$ 0.0912	\$ 4.56

SECTION A

LIST ESTIMATED

<u>NO.</u>	<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>PRICE EXCLUSIVE OF ALL TAXES</u>	
			<u>UNIT PRICE</u>	<u>TOTAL PRICE</u>
			<u>PER YD.</u>	

5534	1 Roll	#2290 - 1/2" x 50 yd. White Scotchlite	\$ 0.114	\$ 5.70
	1 Roll	#3475 - 12" x 50 yd. Pressure Sensitive Removable Scotchcal Black	\$ 2.85	\$ 285.00
5540	4 Rolls	#2290 - 1" x 50 yd. Scotchlite White	\$ 0.228	\$ 45.60
5594	1 Roll	#2290 - 6" x 50 yd. White Scotchlite	\$ 1.368	\$ 68.40
5600	1 Roll	#2290 - 8" x 50 yd. White Scotchlite	\$ 1.824	\$ 91.20
5606	8 Rolls	#2290 - 12" x 50 yd. White Scotchlite	\$ 2.736	\$ 1094.40
5618	3 Rolls	#2290 - 18" x 50 yd. White Scotchlite	\$ 4.104	\$ 615.60
5570	25 Rolls	#2290 - 24" x 50 yd. White Scotchlite	\$ 5.472	\$ 6840.00
5582	20 Rolls	#2290 - 30" x 50 yd. White Scotchlite	\$ 6.84	\$ 6840.00
5588	10 Rolls	#2290 - 36" x 50 yd. White Scotchlite	\$ 8.208	\$ 4104.00

SECTION A LIST ESTIMATED		PRICE EXCLUSIVE OF ALL TAXES		
<u>NO.</u>	<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>UNIT PRICE PER YD.</u>	<u>TOTAL PRICE</u>
5627	4 Rolls	#2870 - 1" x 50 yd. Hi-Intensity Silver	\$ 1.265	\$ 253.15
5520	10 Rolls	#1484 - 6" x 50 yd. Pressure Sensitive Orange	\$ 1.368	\$ 684.00
5384	2 Rolls	#3650 - 12" x 50 yd. Pressure Sensitive White Scotchcal	\$ 2.25	\$ 225.00
5402	1 Roll	#650 - 24" x 50 yd. Scotchcal Dry Adhesive White	\$ 9.00	\$ 450.00
5282	1 Roll	#655 - 1/2" x 50 yd. Scotchcal Dry Adhesive Black	\$ 0.187	\$ 9.37
5276	1 Roll	#4665 - 5/8" x 50 yd. Scotchcal Dry Adhesive Black	\$ 0.234	\$ 11.71
5300	1 Roll	#655 - 2" x 50 yd. Scotchcal Black	\$ 0.75	\$ 37.50
5522	1 Roll	#2272 - 24" x 50 yd. Scotchlite Dry Adhesive Red	\$ 1.824	\$ 273.60

SECTION A
LIST ESTIMATED
NO. QUANTITY DESCRIPTION

PRICE EXCLUSIVE OF ALL TAXES
UNIT PRICE
PER YD.

TOTAL PRICE

5312	1 Roll	#655 - 4" x 50 yd. Scotchcal Dry Adhesive Black	\$ 1.50	\$ 75.00
5315	1 Roll	#655 - 5" x 50 yd. Scotchcal Dry Adhesive Black	\$ 1.875	\$ 93.75
5324	1 Roll	#655 - 6" x 50 yd. Scotchcal Dry Adhesive Black	\$ 2.25	\$ 112.50
5336	1 Roll	#3655 - 12" x 50 yd. Scotchcal Pressure Sensitive Black	\$ 4.50	\$ 450.00
5342	1 Roll	#655 - 24" x 50 yd. Scotchcal Dry Adhesive Black	\$ 9.00	\$ 450.00
5348	1 Roll	#655 - 30" x 50 yd. Scotchcal Dry Adhesive Black	\$ 11.25	\$ 562.50
5366	1 Roll	#3484 - 4" x 50 yd. Scotchcal Dry Adhesive Red/Orange	\$ 2.08	\$ 104.00
5390	1 Roll	#650 - 12" x 50 yd. Scotchcal Dry Adhesive White	\$ 4.50	\$ 225.00

<u>SECTION A</u>		<u>PRICE EXCLUSIVE OF ALL TAXES</u>	
<u>LIST ESTIMATED</u>		<u>UNIT PRICE</u>	
<u>NO.</u>	<u>QUANTITY DESCRIPTION</u>	<u>PER YD.</u>	<u>TOTAL PRICE</u>
5330	1 Roll #655 - 8" x 50 yd. Scotchcal Dry Adhesive Black	\$ 3.00	\$ 150.00
5336	1 Roll #655 - 12" x 50 yd. Scotchcal Dry Adhesive Black	\$ 4.50	\$ 225.00
5648	1 Roll 12" x 50 yd. Scotchcal Pressure Sensitive #580-71 Regional Yellow	\$ 6.90	\$ 345.00
5426	1 Roll #3622 - 12" x 50 yd. Scotchcal Pressure Sensitive, Bus Yellow	\$ 6.90	\$ 345.00
5378	1 Roll #3626- 12" x 50 yd. Scotchcal Pressure Sensitive Vivid	\$ 6.90	\$ 345.00
5666	2 Rolls #2271 - 30" x 50 yd. Scotchlite Dry Adhesive Yellow	\$ 6.84	\$ 684.00
5672	1 Roll #2271 - 36" x 50 yd. Scotchlite Dry Adhesive Yellow	\$ 8.208	\$ 410.40
5480	24 Rolls #2277 - 6" x 50 yd. Scotchlite Dry Adhesive Green	\$ 1.368	\$ 1641.60

SECTION A**LIST ESTIMATED**

<u>NO.</u>	<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>PRICE EXCLUSIVE OF ALL TAXES</u>	<u>UNIT PRICE</u>	<u>TOTAL PRICE</u>
			<u>PER YD.</u>		

5486	12 Rolls	#2272 - 8" x 50 yd. Scotchlite Dry Adhesive Green	\$ 1.824		\$ 1094.40
5642	1 Roll	#2870 - 24" x 50 yd. Scotchlite Dry Adhesive High Intensity, Silver	\$ 24.3		\$ 1215.00
5643	1 Roll	#2870 36" x 50 yd Scotchlite High Intensity Silver	\$ 36.45		\$ 1822.50
5644	2 Rolls	#2870 - 30" x 50 yd. Scotchlite High Intensity Silver	\$ 30.375		\$ 3037.50
5665	1 Roll	#2871 - 24" x 50 yd. Scotchlite Dry Adhesive High Intensity Yellow	\$ 24.3		\$ 1215.00
	1 Roll	#2871 - 30" x 50 yd. Scotchlite Dry Adhesive High Intensity Yellow	\$ 30.375		\$ 1518.75
5546	6 Rolls	#3110 - 2" x 50 yd. Scotchlite Pressure Sensitive White Traffic Cones	\$ 1.6		\$ 480.00
5300	2 Rolls	#3655 - 2" x 50 yd. Scotchcal Pressure Sensitive Black	\$ 0.375		\$ 37.50

<u>SECTION A</u>		<u>PRICE EXCLUSIVE OF ALL TAXES</u>	
<u>LIST ESTIMATED</u>		<u>UNIT PRICE</u>	
<u>NO.</u>	<u>QUANTITY DESCRIPTION</u>	<u>PER YD.</u>	<u>TOTAL PRICE</u>
5673	2 Rolls #2871 - 36" x 50 yd. Scotchlite High Intensity Dry Adhesive Yellow	\$ 36.45	\$ 3645.00
TOTAL THIS SECTION			<u>\$45506.39</u>

SECTION B			
<u>3M Stamark Brand Pavement Tape #5730 or equivalent</u>			
3688	15 Rolls	4" x 120 yd. Permanent White Pavement markings	\$ 3.541
			\$ 6375.00
	10 Rolls	8" x 120 yd. Permanent White Pavement markings	\$ 7.083
			\$ 8500.00
<u>3M Stamark Brand Pavement Tape #5731 or equivalent</u>			
3686	10 Rolls	4" x 120 yd. Permanent Yellow Pavement Markings	\$ 3.541
			\$ 4250.00
<u>3M Stamark Brand Pavement Arrows or equivalent</u>			
127	10 pkgs.	Straight package of 2 3M-SMS 2901	\$156.64/pkg.
			\$ 1566.40
1280	10 pkgs.	Left package of 2 3M-SMS 2902L	\$176.99/pkg.
			\$ 1769.90

SECTION B		PRICE EXCLUSIVE OF ALL TAXES	
LIST ESTIMATED		UNIT PRICE	
<u>NO.</u>	<u>QUANTITY DESCRIPTION</u>	<u>PER YD.</u>	<u>TOTAL PRICE</u>

1280	10 pkgs.	Right package of 3M-SMS 5902R	\$ 176.99/pkg.	\$ 1769.90
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1286	5 pkgs.	Straight/Right Fillet package of 4 3M-SMS 5905R	\$ 45.07/pkg.	\$ 225.35
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1286	5 pkgs.	Straight/Left Fillet package of 4 3M-SMS 2905L	\$ 45.07/pkg.	\$ 225.35
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3M Detour Grade Pavement Tape #5710 or Equivalent

3666	10 Rolls	4" x 120 yd. Detour Grade White Pavement Markings	\$ 4.166	\$ 5000.00
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3M Detour Grade Pavement Tape #5711 or equivalent

3694	20 Rolls	4" x 120 yd. Detour Grade Yellow pavement markings	\$ 4.166	\$10000.00
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1	Roll	6" x 120 yd. Detour Grade Black Pavement Markings	\$ 2.50	\$ 300.00
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TOTAL THIS SECTION				<u>\$39981.90</u>
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SECTION C

LIST ESTIMATED

NO. QUANTITY DESCRIPTION

PRICE EXCLUSIVE OF ALL TAXES

UNIT PRICE

PER YD.

TOTAL PRICE

White Scotchlite Pressure Sensitive #3290

5770	6 Rolls	6" x 50 Yds	\$ 1.368	\$ 410.40
5771	6 Rolls	12" x 50 yds	\$ 2.736	\$ 820.80
5772	6 Rolls	18" x 50 Yds	\$ 4.104	\$ 1231.20
5773	6 Rolls	24" x 50 Yds	\$ 5.472	\$ 1641.60
5774	3 Rolls	30" x 50 Yds	\$ 6.84	\$ 1026.00
5775	3 Rolls	36" x 50 Yds	\$ 8.208	\$ 1231.20

Green Scotchlite Pressure Sensitive #3277

5777	6 Rolls	6" x 50 Yds	\$ 1.368	\$ 410.40
5778	6 Rolls	12" x 50 Yds	\$ 2.736	\$ 820.80
5779	6 Rolls	18" x 50 Yds	\$ 4.104	\$ 1231.20
5780	6 Rolls	24" x 50 Yds	\$ 5.472	\$ 1641.60
5781	3 Rolls	30" x 50 Yds	\$ 6.84	\$ 1026.00
5782	3 Rolls	36" x 50 Yds	\$ 8.208	\$ 1231.20

SECTION CLIST ESTIMATEDNO. QUANTITY DESCRIPTIONPRICE EXCLUSIVE OF ALL TAXESUNIT PRICEPER YD.TOTAL PRICEYellow Scotchlite Pressure Sensitive #3271

5784	6 Rolls	6" x 50 Yds	\$ 1.368	\$ 410.40
5785	6 Rolls	12" x 50 Yds	\$ 2.736	\$ 820.80
5786	6 Rolls	18" x 50 Yds	\$ 4.104	\$ 1231.20
5787	6 Rolls	24" x 50 Yds	\$ 5.472	\$ 1641.60
5788	3 Rolls	30" x 50 Yds	\$ 6.84	\$ 1026.00
5789	3 Rolls	36" x 50 Yds	\$ 8.208	\$ 1231.20

White Scotchal Pressure Sensitive #3650

6 Rolls	6" x 50 Yds	\$ 1.125	\$ 337.50
6 Rolls	12" x 50 Yds	\$ 2.25	\$ 675.00
6 Rolls	18" x 50 Yds	\$ 3.375	\$ 1012.50
6 Rolls	24" x 50 Yds	\$ 4.50	\$ 1350.00
3 Rolls	30" x 50 Yds	\$ 5.625	\$ 843.75
3 Rolls	36" x 50 Yds	\$ 6.75	\$ 1012.50

SECTION C

LIST ESTIMATED

NO. QUANTITY DESCRIPTION

PRICE EXCLUSIVE OF ALL TAXES
UNIT PRICE
PER YD. TOTAL PRICE

TPM-1 Transparent Premasle

5 Rolls	12" x 100 Yds	\$ 1.23	\$ 615.00
5 Rolls	18" x 100 Yds	\$ 1.845	\$ 922.50
5 Rolls	6" x 100 Yds will also receive a 6" offcut from 18"	\$ 0.615	\$ 307.50

Glue for Stamark Application

2264 12 - 20L Pails 3M SP-44 Glue

\$166.30/rl \$ 1995.60

TOTAL THIS SECTION

\$28155.45

Maximum

Delivery Lead Time 10 days

CITY OF HAMILTON

L(E)G11

- RECOMMENDATION -

DATE: 1992 December 7

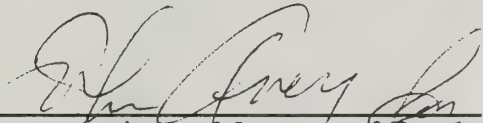
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: Supply and delivery of Traffic Poles and Arms during
1993

RECOMMENDATION:

That a purchase order be issued to Valmont Industries Inc., Ajax, for the supply and delivery of Traffic Poles and Arms as and when required during 1993, being the lowest of four tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender as attached, and be financed through Traffic Signal Materials Account No. 56152 75999.



J. Avery, Assistant Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Estimated expenditure during 1993 \$80,000. This tender was advertised and eight suppliers requested to bid. Two declined and two did not respond.

REF: C17-11-92
Closed; Nov.10/92

UNABLE TO BID: Torbram Electric Supply
THE CORPORATION OF THE CITY OF HAMILTON
REQUEST TO TENDER
TRAFFIC POLES

SINGLE MEMBER ARM WITHOUT POLE PLATE		VALMONT	WESCO		SENTINEL		NEDCO	TOTAL
		UNIT	UNIT	UNIT	UNIT	UNIT	UNIT	
		TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	
5	4SMA 4'	\$ 30.00	\$ 39.62	\$ 198.10	\$ 41.00	\$ 205.00	\$ 43.50	\$ 217.50
20	6SMA 6'	\$ 38.00	\$ 50.04	\$ 1000.80	\$ 50.00	\$ 1000.00	\$ 53.00	\$ 1,060.00
5	8SMA 8'	\$ 44.00	\$ 61.51	\$ 307.55	\$ 60.00	\$ 300.00	\$ 63.00	\$ 315.00
50	10SMA 10'	\$ 58.00	\$ 75.06	\$ 3753.00	\$ 74.00	\$ 3700.00	\$ 78.00	\$ 3,900.00
5	12SMA 12'	\$ 69.00	\$ 107.38	\$ 536.90	\$ 94.00	\$ 470.00	\$ 99.75	\$ 498.75
20	15SMA 15'	\$ 120.00	\$ 185.57	\$ 3711.40	\$ 165.00	\$ 3300.00	\$ 175.00	\$ 3,500.00
5	18SMA 18'	\$ 165.00	\$ 289.82	\$ 1449.10	\$ 205.00	\$ 1025.00	\$ 218.00	\$ 1,090.00
<u>Signal Head Hangers</u>								
150	Signal Head Hangers	n/a	n/a	n/a	\$ 80.00	\$ 12,000.00	\$ 93.00	\$ 13,950.00
5	TR4SMA67 4'	\$ 150.00	\$ 133.44	\$ 667.20	\$ 118.00	\$ 590.00	\$ 125.00	\$ 625.00
5	TR6SMA67 6'	\$ 158.00	\$ 144.91	\$ 724.55	\$ 127.00	\$ 635.00	\$ 135.00	\$ 675.00
1	TR8SMA67 8'	\$ 164.00		\$ 158.46		\$ 137.00		\$ 148.00

SINGLE MEMBER ARM COMPLETE
WITH POLE PLATE
FOR ROUND POLE 78 - 8" DIA

		<u>VALMONT</u>	<u>WESCO</u>	<u>SENTINEL</u>	<u>NEDCO</u>	<u>TOTAL</u>
		<u>UNIT</u>	<u>UNIT</u>	<u>UNIT</u>	<u>UNIT</u>	<u>TOTAL</u>
5	TR10SMA67 10'	\$210.00	\$178.27	\$169.00	\$180.00	\$ 900.00
1	TR12SMA67 12'	\$226.00	\$207.14	\$189.00	\$201.00	\$ 201.00
5	TR15SMA67 15'	<u>\$240.00</u>	\$360.91	\$260.00	\$276.00	\$ 1,380.00
1	TR18SMA78 18'	\$360.00	\$401.36	\$306.00	\$325.00	\$ 325.00
2	TR20SMA67 20'	\$390.00	\$452.45	\$335.00	\$356.00	\$ 712.00
5	TW4SMA81 4'	\$150.00	\$165.76	\$108.00	\$115.00	\$ 575.00
1	TW6SMA81 6'	\$158.00				\$ 125.00
1	TW8SMA81 8'	\$164.00				\$ 136.00
1	TW10SMA81 10"	\$210.00				\$ 163.00
1	TW12SMA81 12'	\$226.00				\$ 185.00
1	TW15SMA81 15'	<u>\$240.00</u>				\$ 260.00
1	TW18SMA81 18'	\$360.00				\$ 317.00

POLE PLATE ONLY FOR 4, 6 OR 8' SMA FOR ROUND POLE 6 - 6-15/16" DIA

	<u>VALMONT</u>		<u>WESCO</u>	
	<u>UNIT</u>	<u>TOTAL</u>	<u>UNIT</u>	<u>TOTAL</u>
5 R 4/6/8 67	\$ 92.00	\$ 460.00	\$153.25	\$ 766.25

POLE PLATE ONLY FOR 10, 12 OR 15' SMA FOR ROUND POLE 6 - 6-15/16" DIA

5 R 10/12/15 67	\$118.00	\$ 590.00	\$169.93	\$ 849.65
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POLE PLATE ONLY FOR 4, 6 OR 8' SMA FOR WOOD POLE 10" DIA

5 W 4/6/8 81	\$ 92.00	\$ 460.00	\$127.75	\$ 638.75
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POLE PLATE ONLY FOR 10, 12 OR 15' SMA FOR WOOD POLE 8 - 10" DIA

5 W 10/12/15 81	\$118.00	\$ 590.00	\$164.25	\$ 821.25
5 W 18/20/22 81	\$120.00	\$ 600.00	\$177.14	\$ 885.70

POLE PLATE ONLY FOR 4, 6 OR 8' SMA FOR ROUND POLE 10 - 12" DIA

1 R 4/6/8 1012	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$ 92.00</div>		\$ 151.37	

POLE PLATE ONLY FOR 10, 12 OR 15' SMA FOR ROUND POLE 10 - 12" DIA

1 R 10/12/15 1012	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$ 118.00</div>		\$ 168.55	

POLE PLATE ONLY FOR 18, 20 OR 22' SMA FOR ROUND POLE 10 - 12" DIA

5 R 18/20/22 1012	<div style="border: 1px solid black; padding: 2px; display: inline-block;">\$ 700.00</div>		\$192.17	
			\$ 960.85	

		<u>SENTINEL</u>		<u>NEDCO</u>	<u>TOTAL</u>
		<u>UNIT</u>	<u>TOTAL</u>	<u>UNIT</u>	
		\$ 77.00	\$ 385.00	\$ 82.00	\$ 410.00
		\$ 95.00	\$ 475.00	\$101.00	\$ 505.00
		\$ 67.00	\$ 335.00	\$ 71.00	\$ 355.00
		\$ 80.00	\$ 400.00	\$ 85.00	\$ 425.00
		\$ 88.00	\$ 440.00	\$ 93.00	\$ 465.00
			\$ 125.00		\$ 132.00
			\$ 135.00		\$ 143.00
		\$145.00	\$ 725.00	\$154.00	\$ 770.00

POLES		VALMONT		WESCO		SENTINEL		NEDCO	
		UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL
25	TP10819-H-AB 19' Wall Thickness .250	\$617.00	\$15,425.00	\$392.64	\$9,816.00	\$775.00	\$19,375.00	\$880.00	\$22,000.00
100	TP8619 AB 19' 8" Base DIA	<u>\$379.00</u>	<u>\$37,900.00</u>	\$519.17	\$51,917.00	\$391.00	\$39,100.00	\$415.00	\$41,500.00
5	TP6415 AB 15' 6" Base DIA	<u>\$247.00</u>	<u>\$1,235.00</u>	\$336.73	\$1,683.65	\$299.00	\$1,495.00	\$318.00	\$1,590.00
5	TP6412 AB 12' 6" Base DIA	<u>\$215.00</u>	<u>\$1,075.00</u>	\$300.24	\$1,501.20	\$271.00	\$1,355.00	\$288.00	\$1,440.00
25	TP6410 AB 10' 6" Base DIA	<u>\$195.00</u>	<u>\$4,875.00</u>	\$284.60	\$1,423.00	\$282.00	\$7,050.00	\$300.00	\$7,500.00
25	TP6408 AB 8' 6" Base DIA	<u>\$175.00</u>	<u>\$4,375.00</u>	\$270.00	\$1,350.00	\$236.00	\$5,900.00	\$251.00	\$6,275.00
SINGLE MEMBER ARM COMPLETE WITH POLE PLATE FOR ROUND POLE 6 - 6-15/16" DIA.									
5	TR4SMA67 4'	\$150.00	\$750.00	\$133.44	\$667.20	\$88.00	\$440.00	\$93.00	\$465.00
5	TR6SMA67 6'	\$158.00	\$790.00	\$144.91	\$724.55	\$118.00	\$590.00	\$125.00	\$625.00
5	TR8SMA67 8'	\$164.00	\$820.00	\$158.46	\$792.30	\$137.00	\$685.00	\$145.00	\$725.00
5	TR10SMA67 10'	\$210.00	\$1,050.00	\$178.27	\$891.35	\$169.00	\$845.00	\$180.00	\$900.00

SINGLE MEMBER ARM COMPLETE WITH POLE PLATE
FOR ROUND POLE 6 - 6-15/16" DIA VALMONT

	<u>UNIT</u>	<u>TOTAL</u>	<u>WESCO UNIT</u>	<u>TOTAL</u>	<u>SENTINEL TRAFFIC UNIT</u>	<u>TOTAL</u>	<u>NEDCO UNIT</u>	<u>TOTAL</u>
5	TR12SMA67 12'	\$226.00	\$1,130.00	\$207.14	\$1035.70	\$201.00 (169)	\$201.00	\$ 1,005.00
5	TR15SMA67 15'	<u>\$240.00</u>	\$1,200.00	\$360.91	\$1804.55	\$275.00 (260)	\$275.00	\$ 1,375.00

SINGLE MEMBER ARM COMPLETE WITH POLE PLATE
FOR ROUND POLE 7 - 8" DIA.

5	TR18SMA78 18'	\$360.00	\$1,800.00	\$401.36	\$2006.80	\$293.00	\$1,465.00	\$311.00	\$ 1,555.00
2	TR20SMA67 20'	\$390.00	\$ 780.00	\$452.45	\$ 904.90	\$335.00	\$ 670.00	\$356.00	\$ 712.00

SINGLE MEMBER ARM COMPLETE WITH POLE PLATE
FOR WOOD POLE 8 - 10" DIA.

5	TW4SMA81 4'	\$150.00	\$ 750.00	\$165.76	\$ 828.80	\$108.00	\$ 540.00	\$115.00	\$ 575.00
5	TW6SMA81 6'	\$158.00	\$ 790.00	\$176.18	\$ 880.90	\$118.00	\$ 590.00	\$125.00	\$ 625.00
5	TW8SMA81 8'	\$164.00	\$ 820.00	\$197.26	\$ 986.30	\$128.00	\$ 640.00	\$136.00	\$ 680.00
5	TW10SMA81 10'	\$210.00	\$1,050.00	\$242.90	\$1214.50	\$154.00	\$ 770.00	\$164.00	\$ 820.00
5	TW12SMA8A 12'	\$226.00	\$1,130.00	\$274.18	\$1370.90	\$174.00	\$ 870.00	\$185.00	\$ 925.00
5	TW15SMA8A 15'	<u>\$240.00</u>	<u>\$1,200.00</u>	\$356.54	\$1782.70	\$245.00	\$1,225.00	\$260.00	\$ 1,300.00
5	TW18SMA81 18'	\$360.00	\$1,800.00	\$480.59	\$2402.95	\$298.00	<u>\$1,490.00</u>	\$317.00	\$ 1,585.00

2(F)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 21

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Charlene J. Coutts, Secretary
Keep Hamilton Clean Committee

SUBJECT: By-law Amendment to Streets
By-law Respecting Posters on Poles

RECOMMENDATION:

That the By-law Amendment to the Streets By-law No. 86-77 respecting posters on poles, attached hereto and marked as Appendix "A", be enacted by City Council.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Keep Hamilton Clean Committee at its meeting held 1992 November 11 was in receipt of the attached By-law amendment as prepared by the Law Department.

The Keep Hamilton Clean Committee, in keeping with its mandate, requested changes to the By-law in an effort to reduce the amount of litter produced when posters are affixed to poles.

Attached

c.c. Lorne Farr, Law Department
Don Heintz, Public Works Department

The Corporation of the City of Hamilton

BY-LAW NO. 92-

To Amend:

Streets By-law No. 86-77

Respecting

SIGNS

WHEREAS the uncontrolled posting of signs and notices on utility poles on the highway creates a safety hazard for City employees and a potential traffic hazard;

AND WHEREAS the posting of signs and notices creates an aesthetic and visual blight;

AND WHEREAS the City provides kiosks for the public to affix signs in certain parts of the City;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. Section 16a. of By-law 86-77 is repealed and the following is substituted in lieu:

16a. (1) No person shall erect or place or affix a sign or post a notice on property abutting a highway or part of a highway except in accordance with this section.

(2) Any person posting a sign or notice shall follow the directions of the Director of Public Works.

(3) Signs or notices shall be fastened with adhesive tape. No person shall fasten the sign or poster on a utility pole with staples or any metal device.

(4) The person posting the sign or notice shall remove the sign or notice and all posted materials five days after the event advertised has occurred.

(5) No sign or notice which exceeds the dimensions of eleven (11) inches wide by seventeen (17) inches long shall be posted.

(6) For the purposes of this by-law, "sign" does not include a sign that is free standing and on its own supports.

PASSED this day of , A.D. 1992.

City Clerk

Mayor

(1992) R. , (date)

CITY CLERK'S DEPARTMENT

MEMORANDUM

3(a)

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: Mr. J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-4587

SUBJECT: 21 Abbington Drive -
Referred Back by City Council - 1992 December 8

DATE: 1992 December 10

Sub-joined for your information and action is a copy of Section 45 of the Thirteenth Report of the Transport and Environment Committee which was referred back to the Transport and Environment Committee for further consideration. Would you please ensure that this item will be considered at the next meeting of the Transport and Environment Committee.



JJS:mjw

45. (a) That pursuant to the terms of City Tree By-law No. 92-155, wherein, under Section 7, Sub-section (2) it states:

"7-(2) City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property.",

Approval be given to the owner of 21 Abbington Drive, to remove, at his/her expense, the City tree (14" diameter - white ash) at this address; and

- (b) That the removal of this tree be carried out by a qualified contractor in accordance with terms set out by the Director of Public Works; and

- (c) That, notwithstanding the terms of City Tree By-law No. 92-155, wherein, under Section 10, Sub-section (2) and (3), it states:

"10-(2) If the permit is granted by City Council under Section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Arboriculture-Canada Inc.

10-(3) The Director may determine the location and tree species of the replacement tree for the tree removed under Sub-section (2).",

Approval for the removal of this City tree be subject to the property owner, providing at his expense, a replacement tree from City stock, of a species and in a location agreeable to the Director of Public Works and the property owner.



300-030

CITY COUNCIL
HAMILTON, CANADA

Alderman Frank D'Amico

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 389-7695 - Ward 8

1992 October 19

Mr. Kevin Christenson
Secretary
Transport and Environment Committee

Dear Mr. Christenson:

Would you please place the following item on the next agenda of the Transport and Environment Committee for the meeting of 1992 November 2.

City Tree Removal -

Mr. F. Reichl
21 Abbington Drive
Hamilton, Ontario

Thanking you in advance for your cooperation in this matter, I remain,

Yours very truly,

Frank D'Amico

Frank D'Amico
Alderman, Ward 8

c.c. Alderman H. Merling, Chairperson, Transport and Environment Committee
c.c. Mr. F. Reichl, 21 Abbington Drive, Hamilton, L9C 4R2

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 October 29

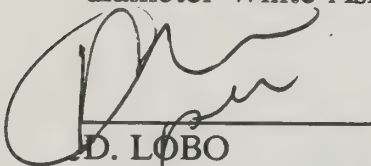
REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: City Tree Removal - 21 Abbington Drive
(92.0126 92.2207)

RECOMMENDATION:

That the Transport and Environment Committee not approve removal of the City tree (14" diameter White Ash) at 21 Abbington Drive.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under the City of Hamilton By-law No. 92-155 respecting trees passed by Council on June 30, 1992; subsection 5(2) does not permit the removal of this healthy public tree. However, under subsection 7(2), City Council may only under exceptional circumstances approve the removal of a healthy public tree. Subsection 10(2) states that if approval is given the proponent shall pay the City the cost of removing the tree plus the cash value of the tree as established.

The costs for same are as follows:

Cost to remove tree - 4 hours	\$400.00
Cost to remove stump	\$100.00
Value of tree (includes replacement)	<u>\$450.00</u>
Total:	\$950.00

BACKGROUND:

On September 15, 1992, Mr. Frank Reichl of 21 Abbington Drive contacted the Public Works Department, Parks Division, Forestry section to complain about the excessive seeds falling from the 14" diameter Ash tree located at the side of his house. He was advised at that time that a Forestry investigator would be sent to his home to determine ownership of the tree and assess the situation.

On September 17, 1992, it was confirmed with Mr. Reichl that the tree was located on the City road allowance and therefore City owned. And, that because of the healthy condition of the tree staff could not undertake removal, but that we would send a crew to trim it well back from his house.

On September 23, 1992, the tree was trimmed.

On September 21, 1992, Public Works, Parks Division received a letter from Mr. Reichl explaining that he had contacted Alderman D'Amico's office and that trimming the tree was not satisfactory. In the letter Mr. Reichl stated that he was disabled and could not continue cleaning his eavestroughs and that the offending tree should be removed.

On October 2, 1992, Mr. Reichl was advised by a letter from our Public Works Department, Parks Division that removal of this tree was prohibited under the existing City By-law respecting trees. However, Forestry staff would continue to perform any maintenance required. Alderman D'Amico was also notified at this time, by memo, regarding the City By-law respecting trees and that City Council only under exceptional circumstances could approve the removal of this tree.

CONCLUSION:

The Public Works Department, Parks Division, Forestry staff have investigated this tree and found the publicly owned 14" diameter White Ash at 21 Abbington Drive to be in healthy condition and do not recommend removal. The tree trunk is approximately 15' from the side of Mr. Reichl's house and it has been trimmed well back by Forestry staff. The excessive seed production is a result of previous years drought-like conditions and the tree's internal system trying to ensure the existence of it's species.

RG/rb

cc R. Chrystian, Manager of Parks

cc J. Pook, Horticulturist

cc M. MacKinnon, General Foreman, Forestry

CITY CLERK'S DEPARTMENT

MEMORANDUM

3.(b)

*****1

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: Mr. J. J. Schatz
City Clerk

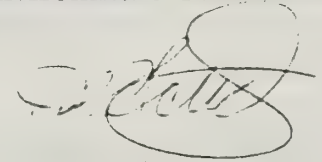
OUR FILE:
PHONE: 546-4587

SUBJECT: 355 Bay Street South -
Referred Back by City Council - 1992 December 8

DATE: 1992 December 10

Sub-joined for your information and action is a copy of Section 46 of the Thirteenth Report of the Transport and Environment Committee which was referred back to the Transport and Environment Committee for further consideration. Would you please ensure that this item will be considered at the next meeting of the Transport and Environment Committee.

JJS:mjw



46. (a) That pursuant to the terms of City Tree By-law No. 92-155, wherein, under Section 7, Sub-section (2) it states:

"7-(2) City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property.",

Approval be given to the owner of 355 Bay Street South, to remove, at his/her expense, the City tree (26" diameter - sugar maple) at this address; and

- (b) That the removal of this tree be carried out by a qualified contractor in accordance with terms set out by the Director of Public Works; and
- (c) That, notwithstanding the terms of City Tree By-law No. 92-155, wherein, under Section 10, Sub-section (2) and (3), it states:

"10-(2) If the permit is granted by City Council under Section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Arboriculture-Canada Inc.

10-(3) The Director may determine the location and tree species of the replacement tree for the tree removed under Sub-section (2).",

Approval for the removal of this City tree be subject to the property owner, providing at his expense, a replacement tree from City stock, of a species and in a location agreeable to the Director of Public Works and the property owner.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 November 20

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

RECEIVED

NOV 23 1992

CITY CLERKS

SUBJECT: Removal of City Tree/Trees - 355 Bay Street South

RECOMMENDATION:

That the Transport and Environment Committee not approve the removal of the City tree/trees (two 26" diameter Sugar Maples) on the road allowance at 355 Bay Street South.

D. Lobo

D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under the City of Hamilton By-law No. 92-155 respecting trees passed by Council on June 30, 1992; Subsection 5(2) does not permit staff to authorize the removal of a healthy public tree. However, under Subsection 7(2), City Council may only under exceptional circumstances approve the removal of a healthy public tree. Further, Subsection 10(2) states that if approval to remove is granted the proponent shall pay the City cost of removing the tree plus the cash value of the tree. These costs per tree are as follows:

Cost to Remove - 8 hours	\$1,224
Cost to Remove Stump - 2 hours	\$ 232
Value of tree (includes replacement)	<u>\$2,400</u>
Total Per Tree	\$3,856

BACKGROUND:

On September 9, 1991 Mr. DeBenedictis of 25 Braemar Place contacted the Public Works Department, Parks Division, Forestry section stating that the trees (two 26" Sugar Maple trees) located at 355 Bay Street South were interfering with the driveway approach proposed for his new house and that they must be removed. He was advised at the time that a foreman would be sent to his home to determine ownership of the trees and assess the situation.

On September 10, 1991 Mrs. DeBenedictis contacted the Public Works, Parks Division, Forestry section stating the exact same thing as her husband stated the previous day. She was also told that a foreman would be sent to the home to assess the situation.

On September 11, 1991 Mr. Chuck Keenan, a foreman with our Forestry section, confirmed that the trees were publicly owned and in good condition. The DeBenedictis couple were advised at this time that because of the healthy condition of the trees, staff could not undertake the removal of same.

On July 27, 1992 a letter from Joanna DeBenedictis was received by the Public Works Department addressed to Mr. Jim Pook, City Horticulturist asking him to have the trees removed because they were decayed and hazardous and causing interference with driveway construction for their new residence.

On October 6, 1992 a letter was sent to Mrs. DeBenedictis with two proposals:

1. That the driveway be installed between the two trees. The driveway must be hand dug within the dripline of these trees and constructed of pervious surface treatment (interlock pavers) to allow adequate air and water filtration to the existing root system.
- OR**
2. That the driveway be located on the north side of the property angling toward the garage, also being hand dug within the dripline and installing a pervious surface treatment.

Mrs. DeBenedictis was also advised by this letter that the removal of these publicly-owned trees was prohibited under the existing by-law 92-155 respecting trees, and that City Council only under exceptional circumstances could approve the removal of these trees.

On November 13, 1992, R. Chrystian and J. Pook attended an on-site meeting with Mrs. DeBenedictis to explain further the intent of the above proposals and the basis of By-law 92-155.

CONCLUSION:

The Public Works Department, Parks Division, Forestry staff have investigated these trees and found them to be presently in good condition and do not recommend removal. Regarding the projected condition of the affected trees, staff note concern for their long term health due to the compaction that has occurred from construction activity and the stockpiling of fill/construction material within the dripline.

RG/rb

cc R. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc M. MacKinnon, General Foreman, Forestry



REGIONAL MUNICIPALITY OF HAMILTON-W

3(c)

Office of the Clerk

Robert
Micha

DEC 18 1992

CITY CLERKS

December 16, 1992

Mr. J. Schatz, Clerk
City of Hamilton
77 Main Street West
Hamilton, Ontario
L8P 1H4

Dear Mr. Schatz:

**Re: Health and Social Services Committee
Report 21-92, Item 12**

Subjoined, please find Item 12 of Report 21-92 of the Health and Social Services Committee which was approved by Regional Council at its meeting held on Tuesday, December 15, 1992.

12. Availability of Disabled Parking at 1 Hunter Street East

- a) That the initiative to have 2-3 parking spaces in metered areas designated for the disabled at 1 Hunter Street East be supported;
- b) That this recommendation be forwarded to Transport and Environment Committee at the City of Hamilton for their immediate attention to this matter;
- c) That this recommendation be referred to the Traffic Department at the City of Hamilton for information.

Item 4.8a)

It would be appreciated if the above recommendation could be forwarded to the Transport and Environment Committee as soon as possible for their consideration.

Yours truly,

Mary L. Gallagher
Legislative Assistant

cc: M. Hazell, Traffic Department

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Social Services
119 King Street West, 12th & 13th floor
Hamilton, Ontario

Tel. (416) 546-4800
Fax (416) 577-0115 (12th Fl.)
Fax (416) 577-1152 (13th Fl.)
TDD (416) 522-1787

Mailing Address:
P.O. Box 910, Hamilton, Ontario
L8N 3V9

November 18, 1992

Councillor Geraldine Copps,
Chairman, Regional Advisory
Committee for Persons with
Physical Disabilities
Hamilton City Hall
71 Main Street West,
Hamilton, Ontario

Dear Councillor Copps,

The purpose of my writing is to bring to your attention an issue which I believe should be resolved immediately.

As you are aware, Regional Social Services provides a variety of programs to social assistance recipients and persons with low income. Regional Social Services is committed to the belief that all programs should be fully accessible.

In recent months we have enhanced our programs by partnering with Work-Able to provide employment services. The program is operated out of 1 Hunter Street East. While this facility is accessible, parking is problematic for people with disabilities.

In order to make access easier, I approached the City of Hamilton to have two parking meter spots designated for people with disabilities. I learned that the City of Hamilton does not provide such designations.

In my opinion this is short-sighted. I am requesting that the Advisory Committee for Persons with Physical Disabilities pursue this issue on behalf of our community.

Thanking you in advance,


Alfred Spencer, Director
Income Maintenance, Social Services Department

AS/

c.c. Wendy Kowalski

4. (a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

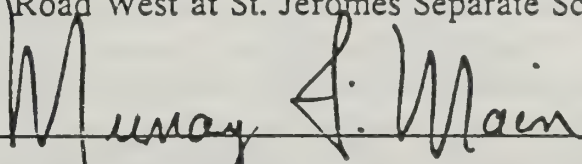
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bendamere Avenue and Upper Paradise Road - School Crossing Guard. (TEC-189-92)

RECOMMENDATION:

- a) That a School Crossing Guard be assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only on a permanent basis; and
- b) That the School Crossing Guard located at the mid-block traffic signal on Limeridge Road West at St. Jeromes Separate School be removed.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The adjustment of these school crossings will have a neutral impact on the School Crossing Guard Program budget.

BACKGROUND:

Bendamere Avenue and Upper Paradise Road

Alderman Ross has, as a result of a request from Holbrook Public School, requested that the Traffic Department investigate the need for a School Crossing Guard at the intersection of Bendamere Avenue and Upper Paradise Road. Several studies have occurred on Upper Paradise Road in the vicinity of Bendamere Avenue over the past several years. It has always been concluded that there was not a need for adult supervision due to low pedestrian volumes or alternate locations to cross Upper Paradise Road.

As a result of a policy change by the Hamilton Public School Board regarding bussing of children, it was concluded that new studies were necessary. Studies undertaken on 1992 September 08 and 1992 September 09, indicate a large increase in children attempting to cross Upper Paradise Road to attend classes at Holbrook School and Chedoke School. Pedestrian volumes over these two days range from 40 to 50 children during a normal crossing period. The majority of these children were previously bussed to Chedoke School but must now walk and cross Upper Paradise Road. Observations also indicate that there are few safe gaps in the traffic flow on Upper Paradise Road and that children will experience delays in crossing safely. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only.

In accordance with approved emergency procedures, a temporary School Crossing Guard was assigned to this location on 1992 September 10.

Limeridge Road West at St. Jeromes Separate School

As a result of a decision by City Council on 1990 July 31, a pedestrian actuated signal was installed on Limeridge Road West at St. Jeromes Separate School. A School Crossing Guard has been assigned to this location since 1979.

The purpose of a School Crossing Guard is to stop moving vehicles and to create a gap in traffic to enable children to cross roadways safely. At this location, the pedestrian signal and School Crossing Guard are situated in a mid-block location. Therefore, when the pedestrian signal is actuated, all vehicular traffic comes to a stop, and there is no conflict between vehicular and pedestrian traffic. Therefore, the School Crossing Guard is redundant. In the interest of attempting to make the best use of the funds available for school crossing, it is recommended that the guard at this location be removed in order that the new guard may be assigned to Bendamere Avenue and Upper Paradise Road with a neutral cost to the program. Therefore, the Traffic Department recommends that the School Crossing Guard be removed from this location. The Traffic Department will have the School Crossing Guard remain on duty for an appropriate phase-out period, to direct children on the proper method to use the pedestrian actuated signal.

TA/MH/ks

4 (b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 18

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

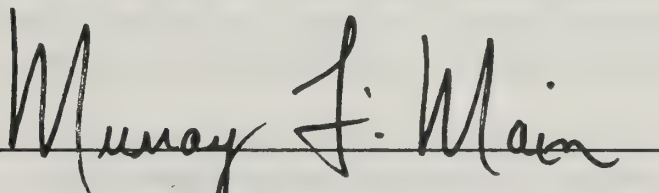
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

1993 DEPARTMENTAL USER FEES [TEC-277-92]

RECOMMENDATION:

That the 1993 User Fees for the Traffic Department as outlined on the attached Schedule T & E - Traffic (column 3), for Existing and New Fees be approved.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1993 departmental user fee revenues would increase by a total amount of \$342,940, or 10.4% over the 1992 budget level. This amount is broken down to reflect an estimated increase on the 1993 User Fee revenues in the amount of \$239,060 for proposed increases in the existing fees and the balance of \$103,880 for the proposed new user fees.

BACKGROUND:

The direction of the Committee of the Whole meeting December 15, 1992, in considering the 1993 Consolidated User Fees, was to have the appropriate Standing Committee review the details of the proposed 1993 User Fees. These fees when approved by the standing committee would then be forwarded to the Committee of the Whole for presentation as the 1993 Consolidated User Fees. This recommendation has been standardized for all departmental submissions to the Standing Committees. The following provides an overview of the proposed User Fee increases.

1. Increase Parking Meter/Overtime Parking Fines from \$6.00 to \$10.00

These increases are proposed to bring the fine into line with the other major Canadian municipalities. Further, the present level of \$6.00 is inadequate to act as a deterrent to violators, since it is less expensive to receive one or two parking infraction notices per week, in some cases, than to pay the existing parking rate in certain areas.

2. Increase "No Parking" Fine from \$13.00 to \$20.00

The purpose of this increase is to bring the fines into line with those charged in other major Canadian municipalities, and also into line with the fine for the same violation which is charged on private property when complaints are laid by managers of the properties. In many cases, the \$13.00 fine is not sufficient deterrent to drivers.

3. Increase the charge for on-street parking permits from \$1.00 a month for parking permit areas and \$2.00 a month for time limit exemptions areas, to \$3.00 a month in each case (\$36.00 per year).

The rationale for this proposal is that the charges of \$1.00 or \$2.00 a month are extremely low, and also the fact that the objective should be to discourage people who do not need permits from purchasing permits and parking on the street, when they may have alternative off-street parking areas which should be utilized, in order to reserve the on-street spaces for those who have no alternative parking areas.

4. Implement a new residential boulevard parking fee of \$3.00 per month for areas where the boulevard of the road allowance is being used for residential parking.

The rationale is that it should cost at least as much to rent a portion of the boulevard which is reserved for parking by the abutting home owner, as it does for a resident to obtain an on-street parking permit which does not necessarily guaranty a parking space in front of the premises.

5. Implement an application fee of \$30.40 for residential boulevard parking investigations, whether or not the applicant subsequently enters into an agreement with the City.

This is to off-set the actual cost of visiting on-site and speaking to the homeowner. At the present time, a fee of \$30.40 is charged only to those who execute agreements, but the costs to those who do not execute agreements is not recovered. This is consistent with costs charged by the utility companies, and by business in general, for a home visit.

6. **Increase the charge for approach approvals for commercial, industrial and institutional land uses from \$16.54 to \$50.00.**

The rationale is to fully recover the cost of visiting these premises and preparing the documentation for approach approvals. It is standard practice for the utility companies and for commercial businesses in general to charge for visits to a premises, to recover some of the costs.

7. **Implement a new charge of \$40.00 for enquiries respecting the status of agreements in which the City is a party.**

This would be consistent with the practice of various other Departments. Indeed, it is common practice for law firms and others to forward a cheque with these inquiries, which is presently returned since no charge is in effect.

MFm/jd

SCHEDULE T & E - TRAFFIC

SCHEDULE OF USER FEES AND OTHER REVENUES

THE CORPORATION OF THE CITY OF HAMILTON

DESCRIPTION OF SERVICE, LICENCE OR PUBLICATION (1)	USER FEE OR CHARGE		% INCREASE OVER 1992 (4)	EXPLANATION AND/OR COMMENTS (5)	1992		1993		Increase Due to Fee Inc. Account # (9) (10)
	(2)	(3)			TOTAL BUDGET (6)	TOTAL BUDGET (7)	Increase \$ (8)		
TRAFFIC DEPARTMENT									
1993 FEES FOR APPROVAL :									
ADMINISTRATION									
Administration Fee - work done for Region	cost plus 7 %	cost plus 7 %	0%		\$229,900	\$246,390	\$16,490	- CH44008-75001	
Traffic Counts - photocopies of counts provided to the public - per sheet	1.00	1.00	0%		-	-	-	- CH44203-75001	
Traffic Manuals - traffic control manuals issued by the M.T.C. (sold to contractors etc. by Traffic at cost)	10.00	10.00	0%		-	-	-	- CH44206-75001	
TRAFFIC BY-LAW ENFORCEMENT									
Fines - City	Early Payment	Set Fine	Early Payment	Set Fine					
- Overtime Parking									
- exceeded paid limit	6.00	9.00	10.00	15.00	67%	To bring fines in line with other municipalities in Ontario. Fines can not be changed until July 1,1993.	\$509,130	\$215,130	CH45201-75020 ✓
- exceeded hour limit	6.00	9.00	10.00	15.00	67%			\$119,660 above	
- Unauthorized Parking									
- Municipal property	20.00	30.00	20.00	30.00	0%				
- no valid permit	20.00	30.00	20.00	30.00	0%				
- private property	20.00	30.00	20.00	30.00	0%				
- improperly parked	20.00	30.00	20.00	30.00	0%				
- Parking Prohibited									
- signed area	13.00	20.00	20.00	30.00	50%	To bring fines in line with similar offenses on private property and in other municipalities. Fines can not be changed until July 1,1993.		\$95,470 above ✓	
- sidewalk	13.00	20.00	20.00	30.00	50%				
- boulevard	13.00	20.00	20.00	30.00	50%				
- through street	13.00	20.00	20.00	30.00	50%				
- heavy vehicle	13.00	20.00	20.00	30.00	50%				
- facing wrong way	13.00	20.00	20.00	30.00	50%				
- fire route	13.00	20.00	20.00	30.00	50%				
- loading zone	13.00	20.00	20.00	30.00	50%				
- more than 12" from curb	13.00	20.00	20.00	30.00	50%				
- Stopping Prohibited									
- signed area	50.00	75.00	50.00	75.00	0%				
- taxi area	50.00	75.00	50.00	75.00	0%				
- fire route	50.00	75.00	50.00	75.00	0%				
- bus stop	50.00	75.00	50.00	75.00	0%				
- commercial vehicle loading zone	50.00	75.00	50.00	75.00	0%				
								included above	

THE CORPORATION OF THE CITY OF HAMILTON

THE CORPORATION OF THE CITY OF HAMILTON

THE CORPORATION OF THE CITY OF HAMILTON

SCHEDULE T & E - TRAFFIC

SCHEDULE OF USER FEES AND OTHER REVENUES

THE CORPORATION OF THE CITY OF HAMILTON

DESCRIPTION OF SERVICE, LICENCE OR PUBLICATION	USER FEE OR CHARGE		% INCREASE OVER 1992	EXPLANATION AND/OR COMMENTS	1992		1993		Increase	
	1992	1993			TOTAL	BUDGET	\$	Due to Fee Inc.	Account #	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
TRAFFIC DEPARTMENT										
1993 FEES FOR APPROVAL (continued) :										
COMMERCIAL BOULEVARD PARKING										
Recovery - Insurance Premium (see below) - encroachment insur	10.00	10.00	0%		\$2,130	\$2,040	(\$90)	-	CH48001-75930	
APPROACH APPROVALS										
Processing Fees	16.54	50.00	202%	To be increased to equal the costs incurred annually by the C.P.I. (G.S.T. extra) Council approved.	\$530	\$1,800	\$1,270	✓ \$1,190	CH44006-75940	
PRIVATE PARKING LOTS										
Processing Fees	46.82	47.43	1%	To be increased annually by the C.P.I. (G.S.T. extra) (Council approved).	\$4,740	\$4,220	(\$520)	\$50	CH44006-75955	
PROSECUTIONS										
Parking - Traffic Court	5.00	5.00	0%		-	-	-	-	CH59160-75020	
- Appeals Court	40.00	40.00	0%							
								\$239,060		
1993 NEW FEES FOR APPROVAL:										
RESIDENTIAL BOULEVARD PARKING										
Annual Rental Fee	-	36.00	100%	New fee.	-	-	-	✓ \$98,280	CH44002-75920	
								\$88,580		
STATUS INQUIRIES										
	-	40.00	100%	New fee proposed.	-	-	-	✓ \$5,600	CH44000-75001	
									\$103,880	

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: December 21, 1992

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Director
Public Works Department

SUBJECT: 1993 DEPARTMENTAL USER FEES

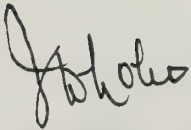
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DEC 21 1992

CITY CLERKS

RECOMMENDATION:

That the 1993 User Fees for the Public Works Department - Streets and Sanitation Div. as outlined on the attached Schedule T & E - *Public Works Department - Streets* (column 3), for Existing and New Fees be approved;



Department Head

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1993 departmental user fee revenues would not increase the 1992 budget level because the revenues project will offset the costs for the service.

BACKGROUND:

The direction of the Committee of the Whole meeting December 15, 1992, in considering the 1993 Consolidated User Fees, was to have the appropriate Standing Committee review the details of the proposed 1993 User Fees. These fees when approved by the standing committee would then be forwarded to the Committee of the Whole for presentation as the 1993 Consolidated User Fees. This recommendation has been standardized for all departmental submissions to the Standing Committees. The following provides an overview of the proposed User Fee increases.

DKB/dkb

Att'd

C.C. J. Pavelka, Chief Administrative Officer
A. Ross, Treasurer

SCHEDULE OF USER FEES AND OTHER REVENUES

SCHEDULE OF USER FEES AND OTHER REVENUES

1...

6.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 22

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

First Canadian Urban Forest Conference - New Directions

RECOMMENDATION:

- (a) That the Chairperson or his designate be authorized to attend the First Canadian Urban Forests Conference - New Directions, to take place on 1993 May 30 to 1993 June 2 in Winnipeg, Manitoba.
- (b) That costs for attendance be allocated to Aldermen Travel Account.

A handwritten signature in dark ink, appearing to be 'J. Christenson', written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

NOV 30 1992



FIRST CANADIAN URBAN FORESTS CONFERENCE

NEW DIRECTIONS

To Jue P
+ T+E

*This is a special invitation to you and your colleagues
to attend*

KEVIN CHRISTENSEN
SECRETARY T+E W

FIRST CANADIAN URBAN FORESTS CONFERENCE

NEW DIRECTIONS

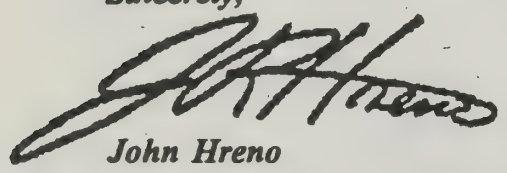
To be held in Winnipeg from May 30th to June 2nd, 1993. The Conference will be co-hosted by the Canadian Forestry Association and the National Community Tress Foundation, in partnership with the City of Winnipeg and the Manitoba Forestry Association. We anticipate having up to 500 delegates and their companions in the city for this event, which is the first national urban forests conference to be held in Canada.

The Conference will focus on two areas: The technical/professional development and community action. The technical component will address new, more environmentally benign methods for managing urban forests. The community action component is intended to encourage the active participation of community groups in planting and maintaining trees in their cities and towns. The conference is also aimed at increasing public awareness about the benefits of urban forests and their role in urban development.

We hope you will encourage attendance for this worthwhile conference by distributing information to all those you feel might be interested. If your organization produces a journal or newsletter we would appreciate your help in having information about the Conference included.

Thank you very much for your co-operation.

Sincerely,



John Hreno
Chair,
National Steering Committee

The mission of the NCTF is to provide leadership and promote public awareness, education and community action in the planting and care of trees throughout Canada.

In keeping with this purpose, the Foundation's Board of Directors is pleased to provide its financial support to this First Canadian Urban Forests Conference.

Canadian Forestry Association (CFA) is a federation of non-government provincial forestry associations promoting understanding and co-operative stewardship of Canada's forests. Since 1900, CFA has been an objective national voice for forest conservation and sustainable development.

The CFA offers its considerable experience in coordinating national initiatives to insure the success of this important and timely conference.

The conference is supported by the City of Winnipeg Parks and Recreation Department, Manitoba Forestry Association, Forestry Canada and Manitoba Natural Resources. In addition, the International Society of Arboriculture (ISA) Prairie Chapter, Canadian Society of Landscape Architects (CSLA), and Canadian Institute of Forestry (CIF) participate on our national steering committee.

The FIRST CANADIAN URBAN FORESTS CONFERENCE
NEW DIRECTIONS
May 30 - June 2, 1993
Holiday Inn, Crowne Plaza
Winnipeg, Manitoba
Canada

REGISTRATION FORM

NAME: _____

AFFILIATION: _____

ADDRESS: _____

POSTAL CODE: _____

TELEPHONE: () _____

FAX: () _____

I would like to save money by pre-registering before December 31, 1992 and have enclosed:

\$175.00
(subsidized rate) \$ 90.00 _____

I AM INTERESTED IN THE PARTNERS

PROGRAM: YES _____
NO _____

PLEASE SEND MORE INFORMATION
ON: _____

ACCOMMODATIONS _____
LOCAL EVENTS _____
AIRLINE DISCOUNTS _____

OTHER: _____

PREMIÈRE CONFÉRENCE CANADIENNE SUR LES FORÊTS URBAINES



DU 30 MAI AU 2 JUIN 1993
WINNIPEG (MANITOBA)
CANADA



Association Canadienne
des Forêts Urbaines



Association des Forêts
Urbaines du Manitoba

The Canadian Forestry Association and the National Community Tree Foundation, in partnership with the City of Winnipeg and the Manitoba Forestry Association, invite you to the *FIRST CANADIAN URBAN FORESTS CONFERENCE - NEW DIRECTIONS*. The conference will be held in Winnipeg from May 30 to June 2, 1993.

PURPOSE

This is an opportunity for both professionals and community action groups to share information, and learn about the latest technology, programs and ideas for living with and enhancing the urban forest.

BENEFITS

The First Canadian Urban Forests Conference will explore new directions for enhancing urban forests. *NEW DIRECTIONS* includes partnerships between government and non-government groups for environmentally sound and cost effective urban forest management.

To help individuals and community action groups realize these new directions in their communities, the conference will explore how to get financial support and technical assistance for their tree planting projects.

Information will be summarized in Conference Proceedings, which will be made available to all conference participants at cost.

A post-conference tour will explore some of

Manitoba's urban forests.

Sessions will address a wide variety of topics in several areas:

Planning and Design in the Urban Forest

- ♦ role of urban forests in sustainable cities and urban planning
- ♦ role of urban forests in energy conservation and local climate modification
- ♦ urban tree inventory systems

Tree Care Research

- ♦ integrated pest management
- ♦ provincial legislation and municipal tree protection
- ♦ threats and opportunities in urban forest survival
- ♦ round table on Dutch elm disease control
- ♦ sources of quality urban trees

Community Action in the Urban Forest

- ♦ Tree Plan Canada - technical and financial support for your community
- ♦ naturalization projects
- ♦ corporate urban tree programs
- ♦ community action programs to enhance the urban forest

Education: Youth and the Tree Ethic

- ♦ role of non-profit environmental centres in forest education
- ♦ urban tree and forest education programs for teachers in Canada
- ♦ teaching programs and teaching networks through citizen urban forest organizations

WHO SHOULD ATTEND?

This will be the first opportunity for community action and other non-profit

groups to meet nationally and discuss urban forest issues with urban forest professionals.

The conference will benefit a large spectrum of people interested in urban forests, including:

- ♦ Urban forest managers
- ♦ Community groups
- ♦ City planners
- ♦ Urban environmental groups
- ♦ Residential associations
- ♦ Tree nursery owners
- ♦ Landscape architects
- ♦ Professional foresters & biologists
- ♦ Parks maintenance workers
- ♦ Environmental scientists
- ♦ Professional arborists
- ♦ Commercial tree service companies
- ♦ Teachers
- ♦ Educators

TRADE SHOW AND DISPLAYS

In conjunction with the conference, a trade show will feature the latest products and equipment for urban tree management, including tree (and human) friendly products for controlling pests. Displays by government agencies will illustrate the latest trends in urban forest management.

In addition, community and other non-profit groups are invited to set up displays at no charge. Please note that display space is limited, so book early.

HOW DO I TAKE PART?

Conference registration is \$195, with a subsidized rate of \$100 for community

volunteers and students (both prices include GST).

Registrations received by December 31, 1992 will receive a 10% discount. Registrations received after April 30, 1993 will be charged an extra \$100 (extra \$50 for volunteers & students).

A partners program is available for those wishing to bring a spouse or companion. The partners program is \$50 (plus banquet fee).

Those wishing to attend should contact the Canadian Forestry Association (613) 232-1815, FAX (613) 232-4210 or submit the attached registration form to:

*FIRST CANADIAN URBAN FORESTS
CONFERENCE - NEW DIRECTIONS*
185 Somerset St. West
Suite 203
Ottawa, Ontario
K2P 0J2

Non-profit organizations interested in having display space should contact the Manitoba Forestry Association (204) 453-3182.

WHO ARE THE SPONSORS?

FIRST CANADIAN URBAN FORESTS CONFERENCE
NEW DIRECTIONS is a partnership venture involving two key agencies:

The **National Community Tree Foundation (NCTF)** is a non-profit, non-governmental organization established as an initiative of the Government of Canada's Green Plan (Tree Plan Canada).

CA40N HBL AOS
CSIT6
1993



J.J.
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1993 January 27

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

**Monday, 1993 February 1
9:30 o'clock a.m.
Room 233, City Hall**


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS** (9:30 o'clock a.m.)
 - (a) 355 MacNab Street North (9:30 a.m.)
Mr. J. Scarfone, Solicitor
 - (b) School Crossing Guard (9:45 a.m.)
Mohawk Road East and Terrace Drive
Mr. B. Castle, Principal, Ridgemount Elementary School
 - (c) School Crossing Guard - (10:00 a.m.)
St. Jerome's School, Alderman F. D'Amico
 - (d) 1993 Consolidated User Fees - (10:15 a.m.)
Overtime Parking Violation Increase -
Referred Back by the Committee of the Whole - 1993 January 12
Business Association Council

2. CONSENT AGENDA

3. DIRECTOR OF TRAFFIC SERVICES/DIRECTOR OF PROPERTY

Provision of Computerized Inventory Control System -
Traffic Operations Centre - TEC-19-93

4. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

1993 User Fees for Encroachments on City of Hamilton Road Allowances

5. DIRECTOR OF PUBLIC WORKS

1993 Proposed Road and Sidewalk Capital Improvement Programme

6. OTHER BUSINESS

7. ADJOURNMENT

TRANSPORT AND ENVIRONMENT COMMITTEE**OUTSTANDING ITEMS**

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. Main, Director of Traffic Services	Comprehensive Report Pending
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. Main Director of Traffic	Report Pending Public Meeting
3.	Corner Clearances - Intersection of Marion Avenue South and South Oval	1992 August 17	Mr. M. Main Director of Traffic	Report Pending - 6 months February, 1993
4.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Alderman M. Kiss	Tabled
5.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Alderman M. Kiss	Tabled
6.	That a four-way stop control intersection of Broker Drive and Brentwood Drive	1992 October 19	Mr. M. Main, Director of Traffic Services	Report Back in April 93
7.	Reserved Parking for Physically Disabled	1992 November 2	Mr. J. G. Pavelka C.A.O.	Prepare Report
8.	Bay Street Closure	1992 November 30	Mr. M. Main, Director of Traffic Services	Prepare Report
9.	Availability of Disabled Parking at 1 Hunter Street East	1993 January 4	Mr. M. Main, Director of Traffic Services	Prepare Report

Kevin C. Christenson, Secretary

1993 January 27



CITY COUNCIL
HAMILTON, CANADA

Ald.

1(a)

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

15 January 1993

RECEIVED

JAN 18 1993

Mr. Kevin Christenson, Secretary
Transport & Environment Committee

CITY CLERKS

Dear Mr. Christenson:

RE: 355 MACNAB STREET NORTH

I have forwarded a copy of the December 30, 1992 report to Mr. Jim Scarfone, the lawyer acting on this matter and he has contacted me stating he wishes to appear before the Committee as a delegation on February 1 to try to resolve this matter.

Please make the necessary arrangements and confirm this with me stating the time this will appear on the agenda. Mr. Scarfone has asked if the matter can be near the beginning of the meeting.

Thank you for your cooperation in this matter.

Sincerely,

Vince Agro
Vince Agro
Alderman, Ward 2

VJA:sn

c.c. Mr. J. Scarfone, P. O. Box 926, Depot 1, Hamilton, L8N 3P9



CITY COUNCIL
HAMILTON, CANADA

300-013

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

2 November 1992

RECEIVED

NOV 03 1992

Mr. Kevin Christenson, Secretary
Transport & Environment Committee

Dear Mr. Christenson:

CITY CLERKS

RE: 355 MACNAB STREET NORTH

Enclosed is a copy of correspondence that has transpired regarding the above mentioned property.

As you can see from this correspondence a garage has been built on what appears to be an alleyway which has been open to access for approximately 100 years.

This is causing a grave inconvenience to the residents who used to use this alley to access their property.

I am requesting that this matter be placed on the agenda of the Transport & Environment Committee on November 30 to try to resolve the situation once and for all.

Thank you for your cooperation in this important matter.

Sincerely,

Vince Agro
Vince Agro
Alderman, Ward 2

VJA:sn

Encl.

c.c. Alderman H. Merling, Chairman, Transport & Environment Committee
Mr. Len King, Building Commissioner
Mr. M. Main, Director of Traffic Services
Mr. Reg Meiers, Public Works Department
Ms. P. Noe Johnson, City Solicitor
Mr. J. Scarfone, P. O. Box 926, Depot 1, Hamilton, L8N 3P9
Petitioners

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
Jeffrey C. Teal
Mark A. Murray

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
David Thompson

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926, Depot #1
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

October 22, 1992

City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Alderman Vince Agro

Dear Sirs:

Re: 355 MacNab Street

I have been contacted by my client and he advises that he contacted your office and your office indicated that you were waiting for me to contact you in regard to having a meeting. I have received no notice, correspondence of any other indication that anybody wants me to meet. I am more than willing to meet but the bottom line is that the City will have to take action to have this building removed.

The alleyway, although not designated as a public alleyway, has been used exclusively by the City of Hamilton and by the citizens of this City for almost 100 years and whether or not it at one point belonged to the individual who has now built on it is irrelevant. The City is entitled to take adverse possession and it has. In addition, all of the individual citizens in the area have easily acquired a right-of-way over this property. The City should never have allowed this man to build. In fact, it had plenty of notice that it should not have allowed him to build. It had plenty of notice that he was even building beyond its prescribed limit.

My understanding is that all the neighbours are in favour of this building being removed and the alleyway opened up. If that results in the City having to compensate this gentleman, then that will be a decision of counsel.

cont'd . . . Page 2

Lewis Brown Scarfone Hawkins

October 22, 1992
Page 2

I look forward to your early reply and any arrangement for meeting would be most appreciated at the earliest possible time.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:cah

SEP 9 1992

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
Jeffrey C. Teal
Mark A. Murray

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
David Thompson

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926, Depot #1
Hamilton, Ontario
L8N 3P9

September 1, 1992

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Alderman Vince Agro

Dear Sir:

Re: 355 MacNab Street

Further to my earlier representations in this matter, I now understand that you have attended at the site and you have confirmed with Mr. Ciraolo that in your opinion this building must come down. In order that you may assist us in making representations I include a copy of a petition. I am also forwarding this petition directly to the City Clerk's Office so that it will be a petition or record on the file. I also wish to confirm that our client's position is that not only that the garage encroaches on City owned property but that it encroaches on an open public alleyway that has been maintained and assumed by the City and that unless there is some provision whereby a Municipality cannot obtain adverse possession, it is our position that the City now owns the rear portion of the two lots in question even though it is not the registered owner *per se*.

I appreciate your interest on behalf of your constituents and I look forward to working with you to achieve these results. As you may know, I have sent copies of my letter to the City Solicitor in order to her to appreciate our legal position.

cont'd . . . Page 2

Lewis Brown Scarfone Hawkins

September 1, 1992
Page 2

Thank you for your consideration.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:cah

Encl.

c.c.: Alderman Bill McCullough

P E T I T I O N

1. I, the undersigned, reside at the address under my name.
2. I am a resident or owner in the area of 355 McNab Street North property and as such I have knowledge of the fact that there has been a public alleyway used between Ferrie Street and Simcoe Street behind the properties on the west side of MacNab Street and in particular behind 355 and 357 MacNab Street North.
3. I am aware that the owner of 355 MacNab Street North is extending his property and building a grage which will obstruct what I always believed to be a public alleyway and I am strongly opposed to allowing him to do so. It was always my belief that this was a public alleyway or a right-of-way for the residents in this area.
4. I petition the City of Hamilton to take such steps as are necessary to prevent this alleyway from being blocked.

JOSEPH CIRIACO 328 SIMCOE ST. W. Joseph Ciriaco
PAULINE CIRIACO 325 SIMCOE ST. W. Pauline Ciriaco
Sylvia Chappell 349 MacNab N. Sylvia Chappell
LINDA HOLDEN 38 SIMCOE ST. W. Linda Holden
PHIL HOLDEN 38 " " Phil Holden
E. D. LIBERT 42 SIMCOE ST. W. E. D. Libert
Chuck Taylor 42 Simcoe St W. C. Taylor
MARGARET STANDEN 34 SIMCOE ST Margaret Standen
Debra Standen 34 Simcoe St W Debra Standen
CHARLES RIZZO 343 MACNAB Charles Rizzo
Frank Sobo 36 Simcoe West.
VICTORIA PARK HOMES INC. 351-353 MACNAB N
ROD HARRIS 345 MACNAB N

P E T I T I O N

Joe Pappas 40 Simcoe W Joe Pappas
Cheryl W. Pappas 347 MacMillan



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

BUILDING DEPARTMENT

FAX - (416) 546-2764
GENERAL INQUIRIES - (416) 546-2720

Refer to File

Attention of

Telephone

Property

L.C. King

(416) 546-4655

AUG 12 1992

1992 August 6

Mrs. M. Standen
10 Crosthwaite South - Apt. 5
Hamilton, Ontario
L8K 2T8

RE: 355 MACNAB STREET NORTH -- BUILDING PERMIT #BZ 92-0347

Dear Madam:

This Department thanks you for your letter dated July 17, 1992 which included a Statutory Declaration regarding your property at 34 Simcoe Street West.

For your information, building construction in Ontario is regulated by the Building Code Act and regulations passed thereunder. The Act requires the City to issue building permits upon application and states as follows:

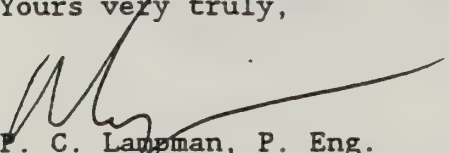
- "6.-(1) Permits. The chief official shall issue a permit except where,
- (a) the proposed building or the proposed construction or demolition will not comply with this Act or the building code or will contravene any other applicable law;"

As far as this Department is concerned there was no other "applicable law" which would prevent issuance of the building permit. Information submitted with the building permit application indicated that the proposed garage was entirely on lands owned by the applicant.

With respect to the matters in your declaration pertaining to compensation, the City considers this a civil matter between you and the owner of 355 MacNab Street North.

We trust this confirms this Department's position regarding this matter.

Yours very truly,


P. C. Lampman, P. Eng.
Director of Technical Services and
Deputy Building Commissioner

PCL/hmp

cc Alderman V. Agro
M. Main, Traffic Department
P. Noé Johnson, Law Department

MUL 30 1992

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
Jeffrey C. Teal
Mark A. Murray

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
David Thompson

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926, Depot #1
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

July 29, 1992

The Corporation of the
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Ms. Patricia Noe Johnson
City Solicitor

Dear Sir:

Re: 355 MacNab Street

Enclosed herewith please find the Affidavit of Joseph Ciralo and Pauline Ciralo, my clients. You will by now have received a copy of an Affidavit of Margaret Melinda Standen. I reiterate my clients' position that this public alleyway, although not duly registered as such, has been an open right-of-way for the residents and for the City of Hamilton itself and has been fully maintained by the City for approximately 70 years. In those circumstances while the City may ignore the rights of the residents to continue to have access to this right-of-way, it is our position that the City is obligated to enforce its own right-of-way.

While I have not fully researched the issue of adverse possession or whether a Municipal Corporation can obtain adverse possession, it is our submission that the City, because of its open and exclusive use and maintenance of the alleyway, has obtained adverse possession. On behalf of my clients it is submitted that the City has an obligation to pursue and maintain those rights as against the private citizens in this case.

cont'd ... Page 2

C O P Y

TO KEEP YOU ADVISED

PLEASE FIND A LETTER REC'D ☐ BY
 SENT ☒ BY

LEWIS, BROWN, SCARFONE, FERNIHOUGH, BROWN

Lewis Brown Scarfone Hawkins

July 29, 1992

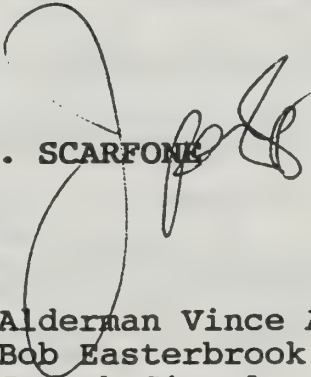
Page 2

I look forward to your response.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE 

JAS:cah
Encls.

c.c.: Alderman Vince Agro
Bob Easterbrook
Joseph Ciraolo
Pauline Ciraolo

A F F I D A V I T

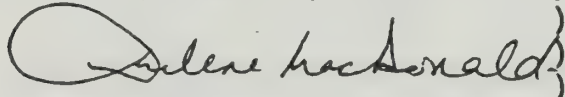
I, PAULINE CIRAULO, of the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, MAKE OATH AND SAY:

1. I reside at 32 Simcoe Street West and have done so all my life. I am presently 70 years of age and as far back as I can remember, the alleyway which is adjacent to my property and shown as Part 5 on the Reference Plan of this property all the way through to Part 4 which is adjacent to Ferrie Street has been an open public alleyway. Never in my 70 years can I ever recall the rear portion of 355 or 357 being blocked up. There has always been a clear right-of-way for persons in the neighbourhood to use that public alleyway. I require and request that this alleyway remain open and public as to close it off will make it difficult or impossible for me to get access to the rear of my yard and will also make it difficult or impossible for other persons who have adjacent properties to this public alleyway. Recently, the owner of Part 2 on Reference Plan 62R10355 who owns 355 MacNab Street North has extended his property and is building a structure on the rear portion which will completely obstruct the right-of-way.

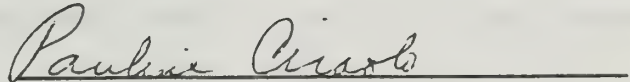
2. This affidavit is made in support of an application to the court or in support of such proceedings as are necessary in order to prevent the owner of 355 MacNab Street North from blocking

off the public right-of-way behind his property and for no other improper purpose.

Sworn before me at the City)
of Hamilton, in the Regional)
Municipality of Hamilton-)
Wentworth, this 10 day of)
JULY , 1992.)



A Commissioner for Taking)
Affidavits, etc.)



DARLENE SHIZUE MacDONALD, a Commissioner,
etc., Regional Municipality of Hamilton-Wentworth, for
Lewis, Brown, Scarfone, Hawkins, Barristers &
Solicitors.
Expires March 24, 1995.

A F F I D A V I T

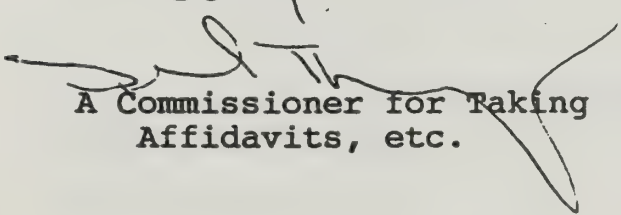
I, JOSEPH CIRAULO, of the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, MAKE OATH AND SAY:

3. I reside at 32 Simcoe Street West and have done so all my life. I am presently 61 years of age and as far back as I can remember, the alleyway which is adjacent to my property and shown as Part 5 on the Reference Plan of this property all the way through to Part 4 which is adjacent to Ferrie Street has been an open public alleyway. Never in my 70 years can I ever recall the rear portion of 355 or 357 being blocked up. There has always been a clear right-of-way for persons in the neighbourhood to use that public alleyway. I require and request that this alleyway remain open and public as to close it off will make it difficult or impossible for me to get access to the rear of my yard and will also make it difficult or impossible for other persons who have adjacent properties to this public alleyway. Recently, the owner of Part 2 on Reference Plan 62R10355 who owns 355 MacNab Street North has extended his property and is building a structure on the rear portion which will completely obstruct the right-of-way.

4. This affidavit is made in support of an application to the court or in support of such proceedings as are necessary in order to prevent the owner of 355 MacNab Street North from blocking

off the public right-of-way behind his property and for no other improper purpose.

Sworn before me at the City)
of Hamilton, in the Regional)
Municipality of Hamilton-)
Wentworth, this ^{20th} day of)
July, 1992.)


A Commissioner for Taking)
Affidavits, etc.)

Jaime Lincoln



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

29 July 1992

Mr. Jim Scarfone
Lewis Brown Scarfone Hawkins
P. O. Box 926, Station A
Hamilton, Ontario
L8N 3P9

Dear Mr. Scarfone:

RE: 355 MACNAB STREET NORTH, HAMILTON

Further to your letter of July 13, 1992, I wish to inform you that I have met with various Departmental Officials on this serious matter.

There appears to be a strong opinion that the Building Department had no choice but to issue the Building Permit.

I still believe this to be questionable since it was a right-of-way for over 70 years.

However that is their opinion and that is why they immediately issued the Building Permit.

I am particularly concerned about this issue because it more recently has happened at another location in my Ward.

I am also told by the Department Heads that there may be recourse for the residents if a serious inconvenience occurred.

Having said all this, if you wish to apply to the City to have the City property distributed proportionately to the residents, please submit the petition to me and I will have the matter placed on the agenda of the appropriate Committee.

Hopefully this information assists in your endeavour to help your client.

--cont'd--

-2-

If I can be of any further assistance to you in this matter, please do not hesitate to contact me.

Yours sincerely,

*Vince Agro
Alderman, Ward 2*

VJA:sn

*c.c. Mr. J. Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9
Ms. D. Standen, 34 Simcoe St. W., Hamilton, L8L 1B9
Ms. S. Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. E. Smith, Victoria Park Homes, 155 Queen St. N., Hamilton, L8R 2V7*



CITY COUNCIL

HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

16 July 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Reg Meiers, Public Works Department

From: Alderman Vince Agro, Ward 2

RE: 355 MACNAB STREET NORTH

Attached is a copy of a letter from Mr. James Scarfone with respect to the above mentioned property.

VJA:sn

Attch.

c.c. Mr. J. Scarfone, P. O. Box 926, Stn A., Hamilton, L8N 3P9
Ms. E. Smith, Victoria Park Homes, 155 Queen St. N., Hamilton, L8R 2V7
Ms. S. Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. D. Standen, 34 Simcoe St. W., Hamilton, L8L 1B9
Mr. J. Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9

JUL 16 1992

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
J. Douglas Redfearn
David Thompson

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
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STANDARD LIFE CENTRE
Suite 1050
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L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

July 13, 1992

City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Alderman Vince Agro

Dear Sir:

Re: 355 MacNab Street

I have in hand copies of letters forwarded by Murray Main together with a letter from L.C. King, Building Commissioner. It is apparent that City Officials are looking at this problem very narrowly. Mr. King feels that he can issue a building permit because it is not on City property. Mr. Main recommends no action because he believes it is City property. While we do not necessarily concede that the property over which this building is being erected belongs to the gentlemen in question, there is no question that for well over seventy years there has been a public right-of-way and in fact that public right-of-way has belonged not only to the local residents but to the City of Hamilton. The City of Hamilton has treated the alleyway as if it was owned by the City. It maintained the alleyway, it erected signs, it kept the alleyway clear, and it towed vehicles away from the alleyway. In fact, for all intense purposes, it treated this alleyway as if it belonged to the City of Hamilton.

Whether or not this building is being erected on City property or not is not the question. The issue at hand is in our submission, that the City of Hamilton has an obligation to enforce the rights of the citizens in the area and its own rights to the continued use of that alleyway as a public thoroughfare.

Further, it would seem that if the City wishes to take no action in protecting public access to this alleyway that it should turn over the balance of the alleyway to the various other citizens. If the City chooses not to enforce its rights to this public thoroughfare,

July 13, 1992
Page 2

then it must be consistent and relinquish the balance of the alley to the various residents on a pro rata equal basis. We are presently taking up a petition to indicate that the local residents are all in favour of this approach. I will take further instructions from my clients.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:cah



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

1992 July 24

Alderman Vince Agro
c/o Aldermen's Offices
City Hall

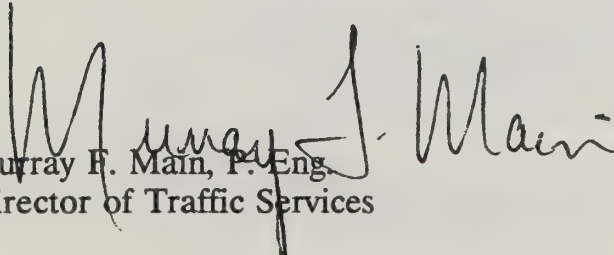
Re: 355 MacNab Street North
- Letter from Lewis Brown Scarfone Hawkins dated 1992 July 13

Dear Sir:

In response to your letter dated 1992 July 16 respecting the above-captioned matter, I would bring to your attention that our comments and position respecting the above-mentioned property seem to have been misinterpreted or misquoted by Mr. Scarfone. Mr. Scarfone states in the first paragraph of his letter that "Mr. Main recommends no action because he believes it is City property." On the contrary, I stated in my letter to you dated 1992 June 30 that "it is our understanding that the City has no jurisdiction in this matter since the garage is being constructed on private property."

The matter of determining whether or not the property is, indeed, owned by the City, or whether there has been a right-of-way established across the property by practice, is a legal question which is not within our purview.

Yours truly,


Murray F. Main, P. Eng.
Director of Traffic Services

MFm/jd

cc: Mr. Len King, Building Commissioner
Mr. Reg Meiers, Public Works Department
Mr. J. Scarfone, Barrister & Solicitor

COPY FROM ALDERMAN AGRO TO: Mr. Ciruolo
Ms. Standen
Ms. Chapple
Ms. Smith

JUL 20 1992

Mrs. Margaret Standen
10 Crosthwaite South,
Apartment 5
Hamilton, Ontario
L8K 2T8

July 17th, 1992

Attention: Mr. L.C. King P.Eng
The Corporation of the City of Hamilton
City Hall, Building Department
71 Main Street West
Hamilton, Ontario.
L8N 3T4

RE: 355 MacNab Street North, Building Permit #BZ 92-0347

Dear Sir,

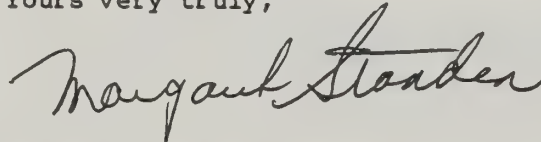
I am in receipt of your letter addressed to Alderman V. Agro dated July 2nd, 1992.

Your letter indicates that as the City did not lose any of their land a building permit was issued without the neighboring properties being advised of the proposed construction of this large building nor was there an on site inspection by the City to see if this building would interfere with the rights of the surrounding neighbors. We became aware only after the large building was already under construction, which most of the work was done on weekends beginning at 7:00 a.m. in the morning Saturdays and Sundays.

I feel as a taxpayer that I have the right and voice in any construction or rebuilding prior to the permit being granted for any type of construction being done in, around or near my property. I feel The City of Hamilton has the obligation of advising the property owners of the adjoining and surrounding lands to 355 MacNab Street North that a building permit is being applied for and full details of the proposed construction.

I am attaching my Statutory Declaration on how this two car garage and storage area has affected my rights and look to you for compensation for my loss of the Right-of-Way.

Yours very truly,



Margaret Melinda Standen

mms

cc: Alderman V. Agro, Ward 2
Ms. P. Noe Johnson, City Solicitor
Mr. M.F. Main, P. Eng., Director of Traffic Services
Mr. Reg Meirs, Public Works Department
D. Lobo, Acting Director of Public Works
Mr. J. Scarfone, Barrister & Solicitor
Mr. J. Ciruolo
Ms. E. Smith
Ms. S. Chapple
Ms. D. Standen

CANADA)
Province of Ontario) IN THE MATTER OF the title to
) Part Lot 6, Block 17 on Plan
) 127, known municipally as:
) 34 Simcoe Street West, Hamilton
) and the 10 ft. Right of Way

To Wit:)

I, Margaret Melinda Standen

of the City of Hamilton in the
Regional Municipality of Hamilton-Wentworth

DO SOLEMNLY DECLARE, THAT

1. I am the owner of the above-noted property and as such have knowledge of the matters hereinafter deposed to.
2. Since November 30th, 1988 when I purchased the property I have enjoyed the use of the Right-of-Way into my back-yard. As I have been doing renovations and repairs to the home, it is a necessity to take delivery of materials and appliances through the back entrance.
3. In June of this year I had a delivery from Beaver Lumber - and the truck could not get to my back gate to off load the materials. It had to back into the alley and carry the merchandise in by hand.
4. In July this year, a delivery of a refrigeration had to come in by the front door and in order to get the refrigeration into the kitchen the inside doors had to be taken off their hinges and in one case the woodwork around the door. I am also expecting a delivery of a stove and dishwasher next week and will encounter the same difficulties.
5. The building (a double garage and storage space) that was constructed in the alleyway off MacNab Street has taken away my use of the Right-of-Way and is causing difficulties in several ways, namely:
 - (a) delivery and disposal of materials
 - (b) I fear that emergency vehicles such as fire trucks, ambulances, snow plows, city maintenance crews, etc. will no longer be able to get to the back of my house or my neighbors.
6. I feel that the City has taken away my Right-of-Way and therefore I should be compensated for my loss.

AND I make this solemn Declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

Declared before me)
)
at the City of Burlington)
)
in the Regional Municipality)
)
of Halton)
)
this 17th day of July 1992)

P. B. Enterbrook

A Commissioner, etc.

Margaret Standen
Margaret Melinda Standen



JUL 8 1992

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

BUILDING DEPARTMENT

FAX - (416) 546-2764
GENERAL INQUIRIES - (416) 546-2720

Refer to File

Attention of

Telephone

L. Paterson

546-2557

1992 July 2

Alderman V. Agro
Alderman, Ward 2
Aldermen's Office
City of Hamilton

Dear Alderman Agro:

Re: 355 MacNab Street North, Building Permit #BZ 92-0347

In response to your letter of June 25th, 1992 and to the attached letter that you have received from Lewis Brown Scarfone Hawkins, Barristers and Solicitors regarding the above captioned property, please be advised as follows:

I would advise that this Department in its issuance of permits, is controlled by The Ontario Building Code Act. Section 6(1)(a) of that Act says:

"The Chief Official shall issue a permit except where the proposed building or the proposed construction or demolition will not comply with this Act or The Building Code or will contravene any other applicable law."

The application for this specific building permit submitted to this Department met all the requirements of this Section of The Ontario Building Code Act and therefore, the building permit was issued.

After a thorough research of the files of this Department, there was no legal reason found whereby this permit could be denied.

Should this permit have been denied, the City would have been put at risk and subject to litigation.

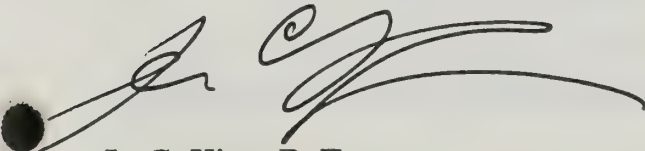
cont'd....

If these persons feel so aggrieved, there is provisions within the said Act, specifically Section 15(1) which allows for an appeal from the decision or order made by the Building Official appointed under the said Act, to a Judge of the County or District Court for a hearing.

This Department has acted in conformance with the requirements of the Provincial Statute, The Ontario Building Code Act.

I trust this will clarify the position of the Department on the issuance of this permit.

Yours very truly,



L. C. King, P. Eng.
Building Commissioner

/lp

c.c. Ms. P. Noé Johnson, City Solicitor
Mr. M. F. Main, P. Eng., Director of Traffic Services
Mr. Reg Meirs, Public Works Department

COPY FROM ALDERMAN AGRO TO: Mr. J. Scarfone
Mr. J. Ciruolo
Ms. E. Smith
Ms. S. Chapple
Ms. D. Standen

JUL 3 1992



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

Your File: Mr. J. Scarfone
Mr. J. Ciruolo
Ms. E. Smith
Ms. S. Chapple
Ms. D. Standen

1992 June 30

Alderman Vince Agro
c/o Aldermen's Offices
City Hall

Re: 355 MacNab Street North

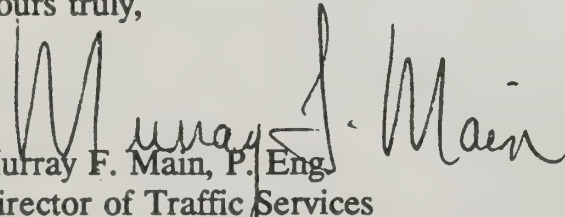
Dear Sir:

We refer to your memorandum dated 1992 June 10 and 12th, regarding a garage which is being constructed at the rear of 355 MacNab Street North. Staff have reviewed this matter and have the following comments:

It is our understanding that the City has no jurisdiction in this matter since the garage is being constructed on private property. However, there is the possibility that a right-of-way may have been established. Again, this is not the City's jurisdiction but rather a civil matter.

We trust these comments are of assistance and we recommend no action by this department.

Yours truly,


Murray F. Main, P. Eng.
Director of Traffic Services
CVB/MH/ca

COPY FROM ALDERMAN AGRO TO: Mr. Scarfone
Ms. Smith
Ms. Chapple
Ms. Standen
Mr. Ciruolo



25 June 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Reg Meiers, Public Works Department

From: Alderman Vince Agro, Ward 2

RE: 355 MACNAB STREET NORTH

Attached is another letter from Mr. James Scarfone regarding the above mentioned property.

Once again I ask that you look into this matter and report back to me on what actions can be taken to resolve this serious problem.

Thank you for your cooperation.

VJA:sn

Attch.

c.c. Mr. J. Scarfone, P. O. Box 926, Stn A., Hamilton, L8N 3P9
Ms. E. Smith, Victoria Park Homes, 155 Queen St. N., Hamilton, L8R 2V7
Ms. S. Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. D. Standen, 34 Simcoe St. W., Hamilton, L8L 1B9

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
J. Douglas Redfearn
David Thompson

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
Jeffrey C. Teal
Mark A. Murray

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926 Station A
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

June 22, 1992

City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Alderman Vince Agro and
Alderman Bill McCullough

Dear Sirs:

Re: 355 MacNab Street

Please be advised that I have now obtained a plan of survey in this matter which does indicate that the property over which the alley has existed was at one time the property of 355 and 357 MacNab Street North. However, the facts remain that this has been an open public alleyway for in excess of 70 years. In fact, if you look at the survey, the public alleyway in part 4 and 5 were opened in 1877 and 1892 respectively and has continued from Ferrie Street straight through to Simcoe Street for probably something like a hundred years. The City has an obligation to enforce this right-of-way as it has conducted itself in a manner that treats property as public property and the City has maintained this alleyway for years.

Please take the necessary steps before we are forced to bring this matter into litigation.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:cah

c.c.: Mr. & Mrs. Ciraolo

THE CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Alderman V. Agro, Ward Two YOUR FILE:

FROM: D. Lobo, OUR FILE: 800-0623
Acting Director of Public Works PHONE: 546-4622

SUBJECT: 355 MacNab Street North DATE: 1992 June 26
Your Letter Dated 1992 June 12

Further to the Building Department's letter dated 1992 June 16 concerning the above-noted matter, we wish to advise that the Region's Survey Department has confirmed on-site that the City lands are not being encroached upon by the garage being constructed at this location. We have attached a copy of the assessment map for this area which shows the location of the City lands and the alley leading from Simcoe Street West. It appears a travelled lane existed across the lands of 355 MacNab Street North for several years. Since our lands are not being affected by this garage construction, we recommend that no action be taken on behalf of the City with respect to this matter.

If you require any additional information please contact Reg Meiers, of this department, at 546-4297.

Wkolo
RPM
RPM:bk
Attch.

COPY FROM ALDERMAN AGRO TO: Mr. Scarfone
Ms. Smith
Ms. Chapple
Ms. Standen
Mr. Ciraolo

11-30-0700
11-30-0670
11-30-0640
11-30-0610

11-30-1630
11-20-5430
11-20-5400
11-20-5370
11-20-5340
11-20-5310
11-20-5280
11-20-5250
11-20-5220
11-20-5190
11-20-5160
11-20-1180
11-20-1150
11-20-1120

MACNAB S

11-20-2230
11-20-2260
11-20-2290
11-20-5070
11-20-5040
11-20-5010
11-20-4990
11-20-4980
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11-20-4920
11-20-4890

PICTON STREET WEST

11-30-0550
11-30-0520
11-30-0490
11-30-0460
11-30-0430
private alley
11-30-0400
11-30-0370
11-30-0340
11-30-0310
11-10-8400
11-10-8370
11-10-8340

11-30-1660
11-30-1690
11-30-1720
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11-20-4440
11-20-4470
private alley
11-10-8310
11-10-8280
11-10-8250
11-10-8220
private alley
11-10-8190
11-10-8160
11-10-8130
11-20-1090
11-20-1060
11-20-1030
11-20-1010
11-20-1000
11-20-0940
11-20-0880
11-20-0850
11-20-0820
11-20-0790

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11-20-4770
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11-20-4804
11-10-8070
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11-10-8010
11-10-7980
11-10-7978

FERRIE STREET WEST

11-10-7470
11-10-7500
11-10-7530
11-10-7560
11-10-7590
11-10-7620
11-10-7650
11-30-0280
11-30-0250
11-30-0220
11-30-0190
11-30-0160
11-30-0130
11-30-0100
11-30-0070
CITY
private alley

11-30-1900
11-30-1930
11-30-1960
11-30-1990
11-30-2020
11-30-2050
11-30-2080
11-10-7680
11-10-7700
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11-10-5390
11-10-5360

SIMCOE STREET WEST

11-30-2110
11-30-2140
11-30-2170
11-30-2200
11-10-5270
11-20-0310
11-20-0280
11-20-0250
11-20-0220
11-20-0190
11-20-0160
11-20-0130
11-20-0100
11-20-0070
11-10-5340
CORP OF CITY OF HAMILTON
CORP OF CITY OF HAMILTON

STRACHAN STREET WEST

11-10-3010 - THE CORPORATION OF THE CITY OF HAMILTON

11-10-3130
CORP OF CITY OF HAMILTON

11-10-0370
ONTARIO HOUSING CORPORATION
Rental Townhousing - 91 units



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

BUILDING DEPARTMENT

FAX - (416) 546-2764
GENERAL INQUIRIES - (416) 546-2720

Refer to File
Attention of M. Melnick
Telephone 546-2003

June 16, 1992

Alderman Vince Agro
City Hall
2nd Floor
Alderman's Offices

Attention: Alderman Agro

Dear Sir:

RE: 355 MacNab Street North
Garage Permit

In reply to your letter of June 10, 1992, please be advised that the following are the course of events which preceded the letter that you received from Mr. James Scarfone. Included are documentation pertaining to these events.

- March 20, 1992 - Ron Tomblin came into this department to apply for a building permit to build a garage in the rear yard of 355 MacNab Street North.
- He was informed by Monica Melnick, Customer Service Representative, that the setback requirements for a private garage would be 0.6m (1.97') to the property lines.
- Mr. Tomblin produced a survey of his property, dated May 30, 1989, reference plan 62R-10355 indicating a 10' alley adjoining the south side of his property. The survey also indicates a 10' alley on the north side of 357 MacNab Street.
- The City of Hamilton neighbourhood maps were researched and they also indicated that the alley stops south of 355 MacNab Street. Furthermore the large parcel of land west of 355 MacNab Street is city owned property.
- The property file in this department contains a survey dated January 24, 1984 which indicates "travelled lane not mentioned" at the rear of the property.

continued...

- Based on the information submitted there was no reason to believe that a permit for a garage on Mr. Tomblin's property could not be issued.

March 23, 1992

- The permit was issued on March 23, 1992.

May 6, 1992

- On May 6, 1992, a meeting was held in the Engineering Department with Reg Meirs, Carlo Pacella, Ron Tomblin and Monica Melnick to discuss the relocation of a telephone pole and whether the alley was public or not. They were of the opinion that Mr. Tomblin did own the portion of property in which the garage was to be located.

- Monica Melnick received a phone call the same afternoon from Joe Ciruolo of 32 Simcoe Street regarding the alley way. He was informed that the permit would not be revoked and Mr. Tomblin could proceed to build the garage as per the permit issued. He was also informed that the disagreement was a legal matter and would have to be resolved through their Lawyers.

May 8, 1992

- A letter was sent by this department, May 8, 1992, to Mr. Tomblin regarding the above noted decision, a copy of which was sent to Mr. Ciruolo.
- Mr. Scarfone, Lawyer acting for Mr. Ciruolo, was informed, by telephone, of the above noted letter and it's contents.

June 2, 1992

- Mr Tomblin came to this department to revise his drawings submitted for the garage and made minor changes to the layout, however, the changes were structural in nature.

only

I trust that this is the information that you require. If you have any further questions please do hesitate to contact this department.

Sincerely,

Linda Paterson

Linda Paterson
Supervisor of Customer Service

COPY FROM ALDERMAN AGRO TO: Mr. Scarfone
Mr. Ciruolo
Ms. Smith
Ms. Chapple
Ms. Standen



M. Melnick

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

BUILDING DEPARTMENT

FAX - (416) 546-2764

GENERAL INQUIRIES - (416) 546-2720

Refer to File

Attention of

Telephone

M. Melnick

546-2003

May 8, 1992

Mr. Ron Tomblin
150 Charlton Avenue East
HAMILTON, Ontario
L8N 3X3

Dear Mr Tomblin:

RE: 355 MacNab Street North
Permit BZ 92-0347

In response to your telephone conversation with Mrs. Monica Melnick of this department on Wednesday, May 6, 1992, regarding the building permit for the proposed private garage, please be advised that an examination into the property file in this department has been conducted. Based on the information on file and on the survey which you have submitted, this department has no evidence to indicate that you do not own the portion of land in question at the rear of the property. Accordingly, your building permit for the proposed private garage will not be revoked.

I trust that this information will be of assistance to you. If you have any further questions please do not hesitate to contact Mrs. Melnick at 546-2003.

Yours truly

Linda Paterson

Linda Paterson
Supervisor of Customer Service

COPY IN FILE

c.c. - Joe Siruolo
32 Simcoe Street West
Hamilton, Ontario
L8L 1B9

- Monica Melnick
Customer Service Representative

BUILDING PERMIT

BUILDING COMMISSIONER: LEN KING P.Eng.
INSPECTION 546-2782 PLAN EXAMINATION 546-2720

LOCATION OF PERMIT

355 MacNab Street North

PROPOSED USE

Gar

CONSTRUCTION COST

\$ 4,500.00

NO. OF UNITS

-

PERMIT FEE

\$ 86.00

SECTION NO.

CROSS STREETS

Simcoe Street West

and

Ferrie Street West

OWNER

Ron Tomblin/Janice James

150

Charlton Street East Apt#2804

name

municipal

street name

Hamilton

city

Ontario

province

L8N 3X3

postal code

527-8451

phone no.

TENANT

Ellan Cathey

name

municipal

MacNab Street North

street name

Hamilton

city

Ontario

province

L8L 1K8

postal code

527-0343

phone no.

CONTRACTOR

Same as owner

name

municipal

street name

city

province

postal code

phone no.

DESIGNER

name

municipal

street name

city

province

postal code

phone no.

SCOPE OF WORK: To erect a 22'x24' protected frame private garage as per plans in the technical file for Cashway private double garage.

ENTERED

TAG NO. 86063

D.A. NO.

PLAN NO. attached

ZONING DISTRICT

D

F.Y.

-

DATE RECEIVED

March 20,92

MAP NUMBER

W2

R.Y.

0.6m

DATE ISSUED

March 23, 1992

OCC. CLASSIFICATION

C

S.Y.

0.6m

PART 3

PART 9

X

ISSUED TO

Ron Tomblin

150 Charlton Avenue East Apt# 2804

HAMILTON, Ontario

L8N 3X3

PERMIT NO.

BZ 92-0347

REVIEWED BY (ZONING)

MM

COPY TO

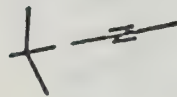
Audit File Assessment Inspector

(BUILDING)

MM

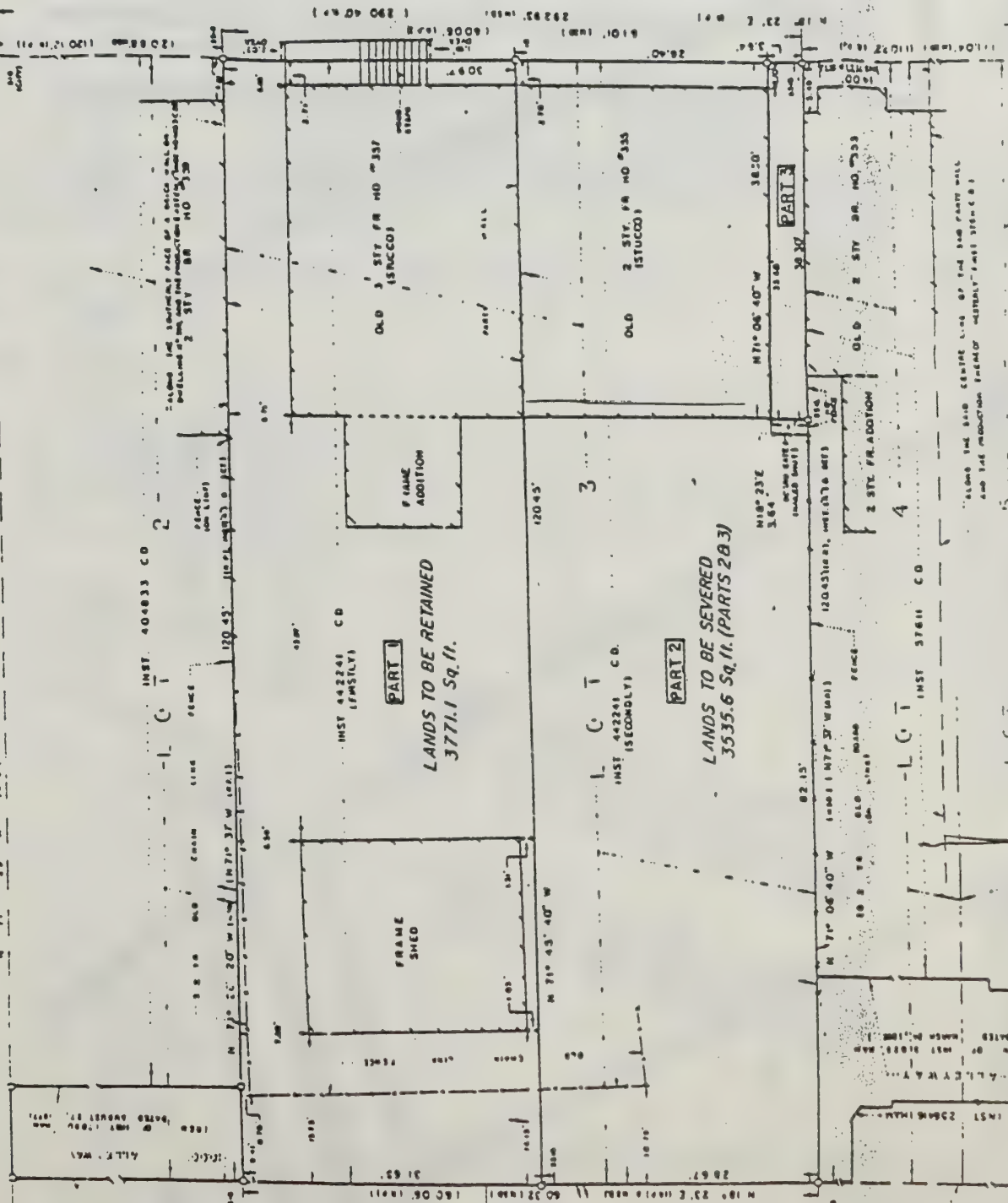
PLAN OF SURVEY
OF
LOT 3, BLOCK 17
SIR A. N. MACNAB SURVEY
REGISTERED PLAN N° 127
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON - WENTWORTH
A.T. McLAREN, O.L.S.-1988

FILE NO.: H-M-88
DATE: JAN 9, 1988
SCALE: N.T.S.



FERRIE STREET

10° 20' 30" W 100.0' 10° 20' 30" W 100.0'



MACNAB STREET

S	C	H	E	D	U	L	E
PART	LOT	S.P.	INST. N°	AREA			
1	PT. OF	127	442241 C.B.	3771.1 Sq. ft.			
2	3	127	442241 C.B.	3535.6 Sq. ft.			
3	127	127	442241 C.B.	138.0 Sq. ft.			

PART 3 - SUBJECT TO AGREEMENT OF WAY, 25' SEC. 47 W.
INST. 442241 C.B. (SECONDLY)

SURVEYOR'S CERTIFICATE

[illegible]



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

12 June 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Doug Lobo, Acting Director of Public Works

From: Alderman Vince Agro, Ward 2

RE: 355 MACNAB STREET NORTH

Further to my memo of June 10, 1992, I would like an explanation as to why this project has not been stopped since as I pointed out it is going to cause a serious problem for the residents living on that block.

Again I ask you to thoroughly investigate and report to me as the citizens are deeply concerned.

VJA:sn

c.c. Mr. J. Scarfone, P. O. Box 926, Stn. A., Hamilton, L8N 3P9
Mr. J. Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9
Ms. E. Smith, Victoria Park Homes, 155 Queen St. N., Hamilton, L8R 2V7
Ms. S. Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. D. Standen, 34 Simcoe St. W., Hamilton, L8L 1B9



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

10 June 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Doug Lobo, Acting Director of Public Works

From: Alderman Vince Agro, Ward 2

RE: 355 MACNAB STREET NORTH

Further to my memo of May 21 regarding the above noted address, I am enclosing correspondence which I received from Mr. James Scarfone which is self explanatory.

Could you please report to me on this important matter as I have received numerous calls from residents in the area.

Thank you in advance for your cooperation and I await your reply.

VJA:sn

Attch.

c.c. Mr. James Scarfone, P. O. Box 926, Stn. A., Hamilton, L8N 3P9
Mr. J. Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9
Ms. Edna Smith, Property Manager, Victoria Park Community Homes,
155 Queen St. N., Hamilton, L8R 2V7
Ms. Sylvia Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. Debbie Standen, 34 Simcoe St. W., Hamilton, L8L 1B9

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
J. Douglas Redfearn
David Thompson

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
Jeffrey C. Teal
Mark A. Murray

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926 Station A
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

June 8, 1992

Alderman Vince Agro
City Hall
71 Main Street West
Box 2040
Hamilton Ontario
L8N 3T4

Alderman Bill McCulloch
City Hall
71 Main Street West
Box 2040
Hamilton Ontario
L8N 3T4

Dear Sirs:

Please be advised that we act for Pauline & Joseph Ciruolo who reside at 32 Simcoe Street West. As a result of the application of Mr. Ron Tomblin for building permit and the apparent issuing of such building permit and as a result of conversations with staff at the City of Hamilton we were advised that this matter is being treated as a private matter as between the parties.

Please be advised that it is my clients' position that the City is required to enforce the rights of all of the public and all of the neighbours in the area. The evidence is clear that the land in question has been a public alleyway for at least seventy years and that even if the property alleged to be owned by Mr. Tomblin was actually owned by his predecessor in title, that title has been, lost by the passage of time. Further even if that argument is not successful it is clear that a right-of-way exists for both the City of Hamilton and the residence in the area as it has been actively, openly and continually used for that period of time.

Please take this as notice to protect the interests of the members of the public in this area and in particular Pauline & Joseph Ciruolo and the neighbours adjacent to this public

Lewis Brown Scarfone Hawkins

Page 2
June 8, 1992

alleyway. I am taking the liberty of copying this to the Alderman of the Ward and would ask them by this copy to respond to me at the earliest possible time.

Yours very truly,
LEWIS BROWN SCARFONE HAWKINS

JAMES A. SCARFONE
JAS:tm

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
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L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

June 8, 1992

Mr. Ron Tomblin
152 Charlton Avenue East
Hamilton Ontario
L8N 1Y8

Dear Sir:

Please be advised that I act for Joseph & Pauline Ciraolo who reside at 32 Simcoe Street West. I understand that you own 355 McNab Street North and have applied for a building permit to build a structure which would totally obstruct the public alley adjacent to our client's property and either would prevent or make more difficult access to the rear of their property and the property of others. I understand that you have had your property surveyed and that it is your position that the alleyway property over which you intend to build is owned by you.

My clients have instructed me to provide notice to you that if any structure is built on the alleyway that they will take such action as is warranted in the General Course to prevent you from doing so. This alleyway has been a publicly used alleyway for at least seventy years and it is the position of my clients that if at any time a portion of that alleyway was owned by predecessors on title that such title has been completely extinguished with the passage of time and that in any event there remains a subsisting right of way over the property. Please further take notice that should you ignore this correspondence and proceed to erect any structure that in anyway obstructs the alleyway, that our clients will request the City of Hamilton to enforce their rights and to require you to take down the structure and return the alleyway for public purposes.

Page 2
June 8, 1992

Please govern yourself accordingly.

Yours very truly,

LEWIS BROWN SCARFONE HAWKINS

JAMES A SCARFONE

JAS:tm

cc: Alderman Vince Agro
Alderman Bill McCulloch
Monica Melnick
Reg Muir



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

21 May 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Doug Lobo, Acting Director of Public Works

From: Alderman Vince Agro, Ward 2

It has been brought to my attention that the owner of 355 MacNab Street North is building a garage to the rear of his property and has apparently moved the stakes in the alleyway and is therefore encroaching on City property.

Also this alleyway which runs from Simcoe to Ferrie has no parking and no dumping signs posted, however, there is a truck parked in the alley all the time and garbage is constantly being dumped there.

Another concern is that Bell Canada apparently moved some poles and had to move them again and never put the signs back up.

By way of this letter I am requesting each of your Departments to look into these matters and provide me with a complete status report of the situation.

Thank you in advance for your cooperation.

VJA:sn

b.c. Mr. Joe Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9

x
1(b)

CITY OF HAMILTON
- RECOMMENDATION -

RECEIVED

NOV 26 1992

CITY CLERKS

DATE: 1992 November 26

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

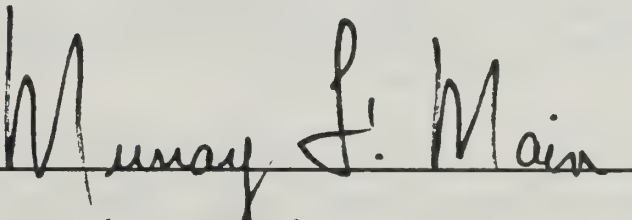
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Mohawk Road East and Terrace Drive - Pedestrian Safety. (TEC-234-92)

RECOMMENDATION:

That no action be taken on the request for various additional traffic control devices at the intersection of Mohawk Road East and Terrace Drive.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard at any intersection is approximately \$6,000.00.
The cost to install amber flashing lights is approximately \$2,600.00.

BACKGROUND:

Alderman Terry Anderson has received correspondence from the Principal of Ridgemount School in regards to concerns about the safety of children crossing Mohawk Road East at Terrace Drive. It is stated that the location is a "dangerous" intersection and some course of action should be undertaken to relieve the situation. Included in his suggestions are turn prohibitions, an additional School Crossing Guard, flashing amber lights and relocation of the crosswalk. Traffic Department staff have reviewed the location in question and offer the following information.

Traffic Department staff attended the location in question on 1992 November 03, with the purpose of determining the extent of pedestrian and vehicular activity and to also observe general conditions relating to the interaction of the guard with the travelling public. These observations were conducted during the morning and evening periods. It was observed that the evening period (3:25 p.m. to 4:00 p.m.) was the busiest and for discussion purposes this time frame will be used. A total of 53 children were observed crossing with the School Crossing Guard during this 35 minute period. Forty-six of these children were students of Norwood Park School crossing Mohawk Road. Simultaneous to this, approximately 530 vehicles travelled along this portion of Mohawk Road in each direction. These values for both pedestrians and vehicles are not considered excessive as compared to other arterial crossings in the City.

Addressing the Principal's suggestions, our observations, discussions and surveys indicate the following conclusions:

1. Relocating the Crosswalk One Block Easterly

The current location of the school crosswalk was chosen for several reasons including the fact that the largest percentage of students using the guard's services are from Norwood School which is located on Terrace Drive. This is the closest intersection on Mohawk Road to the school. Additionally, the majority of these students use the H.S.R. buses which stop at this intersection. We are thus minimizing the students walking distance and exposure to the arterial roadway. In the case of students attending Ridgemount in the neighbourhood south of Mohawk Road, Hayden Street is the only roadway connecting Mohawk Road to the area of the school. The school crossing is thus located at this intersection in order to place it as close as possible to the entry point of the neighbourhood from Mohawk Road.

Relocation of the school crosswalk would only cause inconvenience to the students and potentially cause safety concerns for those who would cross Mohawk Road at the first convenient intersection.

2. Assign Second Crossing Guard to the Location

Motorists' reactions to the guard at this location were observed as being excellent with no potential incidents observed. This can be attributed to the training and procedures used by this particular School Crossing Guard. Characteristics, such as the traffic signals at Upper James Street, clear visibility and the numerous left turns stopping one lane of traffic help in allowing the guard to perform his duties efficiently. Delays to traffic and pedestrians are kept to a minimum and there are sufficient gaps in traffic to allow the guard to station himself on the roadway well in advance of approaching traffic such that there is adequate time for the motorists to observe the guard and stop safely.

In addition to these single day observations, monthly performance checks by the Area Supervisor and comments from the School Crossing Guard indicate that these recent observations are typical at this location. Detailed discussions with the individual working this location have resulted in the conclusion that one guard is sufficient at this location to maintain an acceptable level of safety for both the guard and pedestrians. Additional equipment has been provided to the guard at this location in recognition of the fact that the crossing is on an arterial roadway. In addition to the regulation, safety vests issued to all School Crossing Guards, this individual is provided with reflective arm bands and an oversized stop sign for higher visibility.

3. Left Turn Prohibitions

The prohibition of left turns at this location would cause access problems to both the Balfour Neighbourhood to the north and Greeningdon Neighbourhood to the south of Mohawk Road. As previously stated, Hayden Street is the only access to Greeningdon Neighbourhood from Mohawk Road. Vehicles currently making this movement would result in the need to alter their travel patterns and increasing travel times. Access to the area would be restricted to either Hester Street or Upper Wellington Street.

The prohibition of left turns onto Terrace Drive would require these motorists to use alternate routes into the neighbourhood. It must be kept in mind that Norwood School is used by students from all over the City as this is a French language only school. A high percentage of students are driven to school by parents or school bus. These vehicles we feel would have a negative impact on the adjacent residential streets as a result of the left turn prohibition.

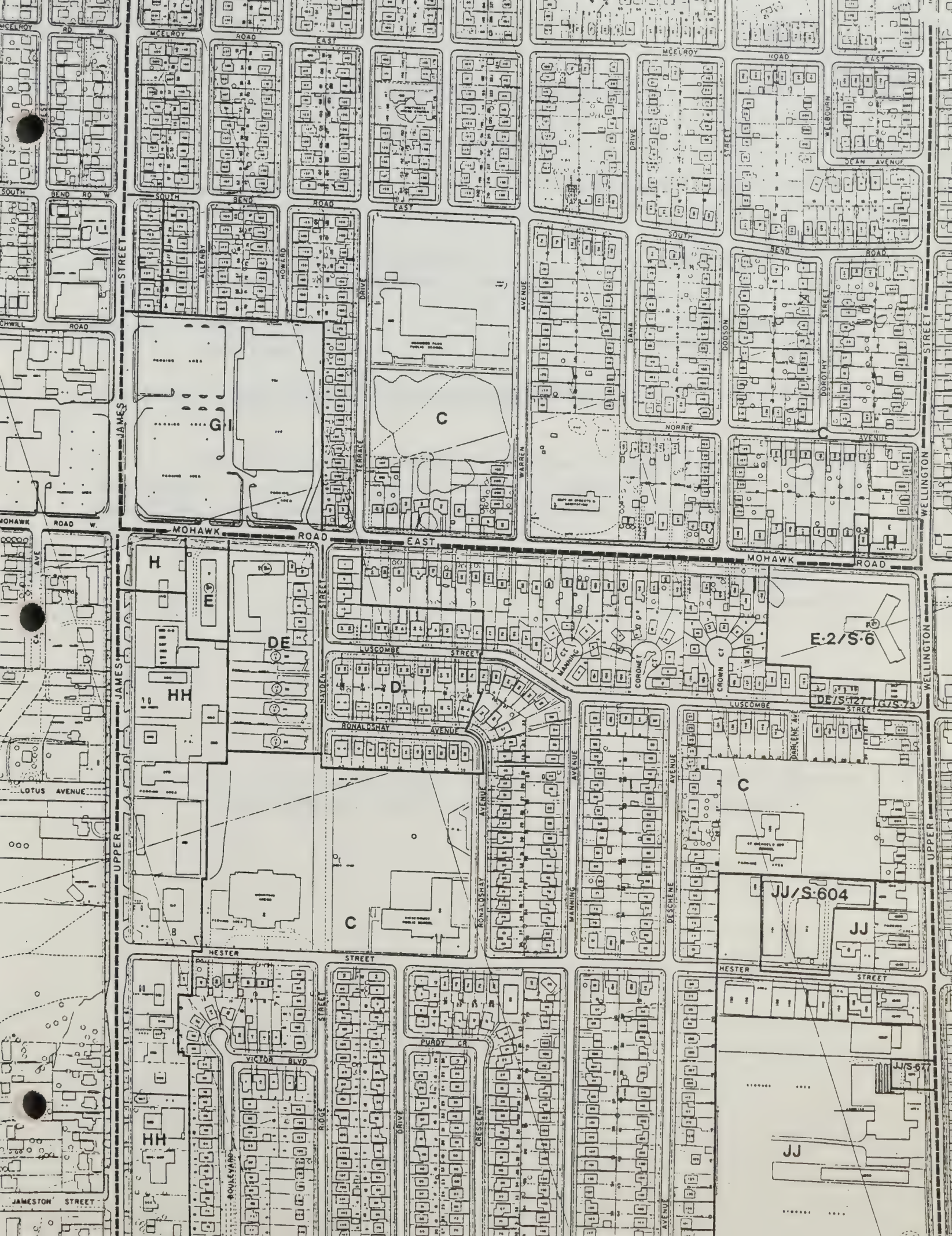
Additionally, these eastbound left turns as previously stated, have a positive impact on the School Crossing Guard's duties. When these vehicles are stopped waiting to turn left, they have removed one lane from the guard's duty to stop traffic. Instead of attempting to stop four lanes of traffic, he at times, only has to deal with three lanes.

4. Installation of Flashing Light

Currently, the City has two locations where flashing amber lights are used in conjunction with a School Crossing Guard. These locations are unique in that safety concerns such as visibility were identified that required additional controls to alert motorists to the activity of children crossing the roadway. Traffic Department staff have been unable to identify any safety concerns at this location to require the installation of amber flashing lights.

Although potential conflicts have not been observed by Traffic Department staff, it does not mean that they are non-existent. As at all school crossing locations, there are isolated incidents where erratic drivers cause some concern and these will always occur no matter what precautions are implemented, but it is our conclusion that there is nothing unusual about this location which would warrant additional safety measures.

TA/MH/ks



CITY CLERK'S DEPARTMENT

1 (c)

MEMORANDUM

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE: -

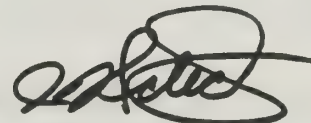
FROM: Mr. J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: School Crossing Guard - St. Jerome's School

DATE: 1993 January 12

Sub-joined for your information and action is a copy of Section 25 (b) of the First Report of the Transport and Environment Committee for 1993 which was been referred back to the Transport and Environment Committee for further consideration by City Council at its meeting held 1993 January 12.



25. (b) That the School Crossing Guard located at the mid-block traffic signal on Limeridge Road West at St. Jerome's Separate School, be removed.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

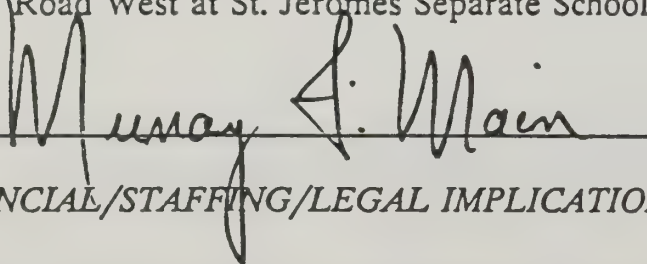
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bendamere Avenue and Upper Paradise Road - School Crossing Guard. (TEC-189-92)

RECOMMENDATION:

- a) That a School Crossing Guard be assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only on a permanent basis; and
- b) That the School Crossing Guard located at the mid-block traffic signal on Limeridge Road West at St. Jeromes Separate School be removed.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The adjustment of these school crossings will have a neutral impact on the School Crossing Guard Program budget.

BACKGROUND:

Bendamere Avenue and Upper Paradise Road

Alderman Ross has, as a result of a request from Holbrook Public School, requested that the Traffic Department investigate the need for a School Crossing Guard at the intersection of Bendamere Avenue and Upper Paradise Road. Several studies have occurred on Upper Paradise Road in the vicinity of Bendamere Avenue over the past several years. It has always been concluded that there was not a need for adult supervision due to low pedestrian volumes or alternate locations to cross Upper Paradise Road.

As a result of a policy change by the Hamilton Public School Board regarding bussing of children, it was concluded that new studies were necessary. Studies undertaken on 1992 September 08 and 1992 September 09, indicate a large increase in children attempting to cross Upper Paradise Road to attend classes at Holbrook School and Chedoke School. Pedestrian volumes over these two days range from 40 to 50 children during a normal crossing period. The majority of these children were previously bussed to Chedoke School but must now walk and cross Upper Paradise Road. Observations also indicate that there are few safe gaps in the traffic flow on Upper Paradise Road and that children will experience delays in crossing safely. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only.

In accordance with approved emergency procedures, a temporary School Crossing Guard was assigned to this location on 1992 September 10.

Limeridge Road West at St. Jeromes Separate School

As a result of a decision by City Council on 1990 July 31, a pedestrian actuated signal was installed on Limeridge Road West at St. Jeromes Separate School. A School Crossing Guard has been assigned to this location since 1979.

The purpose of a School Crossing Guard is to stop moving vehicles and to create a gap in traffic to enable children to cross roadways safely. At this location, the pedestrian signal and School Crossing Guard are situated in a mid-block location. Therefore, when the pedestrian signal is actuated, all vehicular traffic comes to a stop, and there is no conflict between vehicular and pedestrian traffic. Therefore, the School Crossing Guard is redundant. In the interest of attempting to make the best use of the funds available for school crossing, it is recommended that the guard at this location be removed in order that the new guard may be assigned to Bendamere Avenue and Upper Paradise Road with a neutral cost to the program. Therefore, the Traffic Department recommends that the School Crossing Guard be removed from this location. The Traffic Department will have the School Crossing Guard remain on duty for an appropriate phase-out period, to direct children on the proper method to use the pedestrian actuated signal.

TA/MH/ks

1(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 26

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

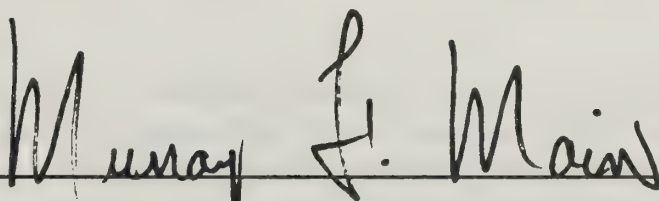
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Levels of Various Parking Violation Fines. [TEC-24-93]

RECOMMENDATIONS:

- a) That, subject to the Regional Council enacting a corresponding change for violations on Regional roads, the parking violation fines for overtime parking at meters and in time limit areas be increased from \$6.00 to \$10.00 effective 1993 July 1st; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Increasing the above parking violation fines will increase revenue to the City in the order of \$240,000.00 per year.

Under Part II of the Provincial Offences Act, motorists receiving Parking Infraction Notices (tags) will be permitted to pay the above voluntary payments as specified by the Municipal Traffic By-law within 7 days. However, the motorist has an option of an extended period of up to 15 days and paying a set fine penalty out of Court which is determined by the Chief Judge of Ontario. The set fine amount is usually 50 % higher than the early payment amount.

BACKGROUND:

BACKGROUND:

The Transport and Environment Committee, on 1993 January 4, approved increases in various 1993 User Fees for the Traffic Department including an increase in parking meter/time limit parking fines from \$6.00 to \$10.00. However, the City Council, on 1993 January 12, referred these recommended increases back to the Committee for further review.

1. Overtime parking in time limit areas

Parking time limits are generally implemented on local residential streets to discourage long-term non-resident parking and to encourage those motorists to park in off-street parking facilities where they are available. The present fine level of \$6.00 is inadequate to act as a deterrent to violaters since it is less expensive to receive three to five parking infraction notices per week, in some cases, than to pay the existing parking rate in certain areas (ie. Mohawk College \$4.00 per day; McMaster University \$8.00 per day; Henderson Hospital \$6.50 per day.)

As shown on the attached graph, "A", a survey of 14 other major Canadian Municipalities has revealed that Hamilton is the lowest of the 15 Municipalities for overtime parking in time limit areas and Edmonton is the highest at \$50.00. The survey average is \$18.50 for overtime parking in time limit areas. Therefore, it is recommended that in order to bring this violation into line with other Municipalities, and to increase the effectiveness of enforcement the penalty be raised from \$6.00 to \$10.00. The \$10.00 penalty would be identical to the penalty in Brampton, Mississauga, Regina, Waterloo and Winnipeg.

2. Parking Meter Violations

The primary function of the parking meter is to create a parking turnover so that the parking spaces are available for shoppers. If the fine level is not high enough, motorists including employees and store owners, park for longer periods of time and risk receiving a parking tag, thereby defeating the purpose of the parking meter.

As can be seen on the attached graph "B" the survey has revealed that the \$6.00 fine for parking meter violations in Hamilton is 12th out of 15 and Montreal is the highest at \$35.00. The parking meter violation fine average is \$11.50. Therefore, in order to bring this violation into line with other Municipalities, and to increase the effectiveness of the meter in providing a turnover of customers, the Traffic Department recommends that the current By-law penalty for overtime parking at meters be raised from \$6.00 to \$10.00 and this fine would be identical to that in London, Metro Toronto, Mississauga, Waterloo and Winnipeg.

It is most desirable that both the meter and time limit fines be at the same level in order to avoid a major change to the Parking Infraction Notice forms, and to retain the same level for all "overtime" infractions. It is also preferable to increase the fine level in relatively large steps but at infrequent intervals, because of the extensive By-law amendments and

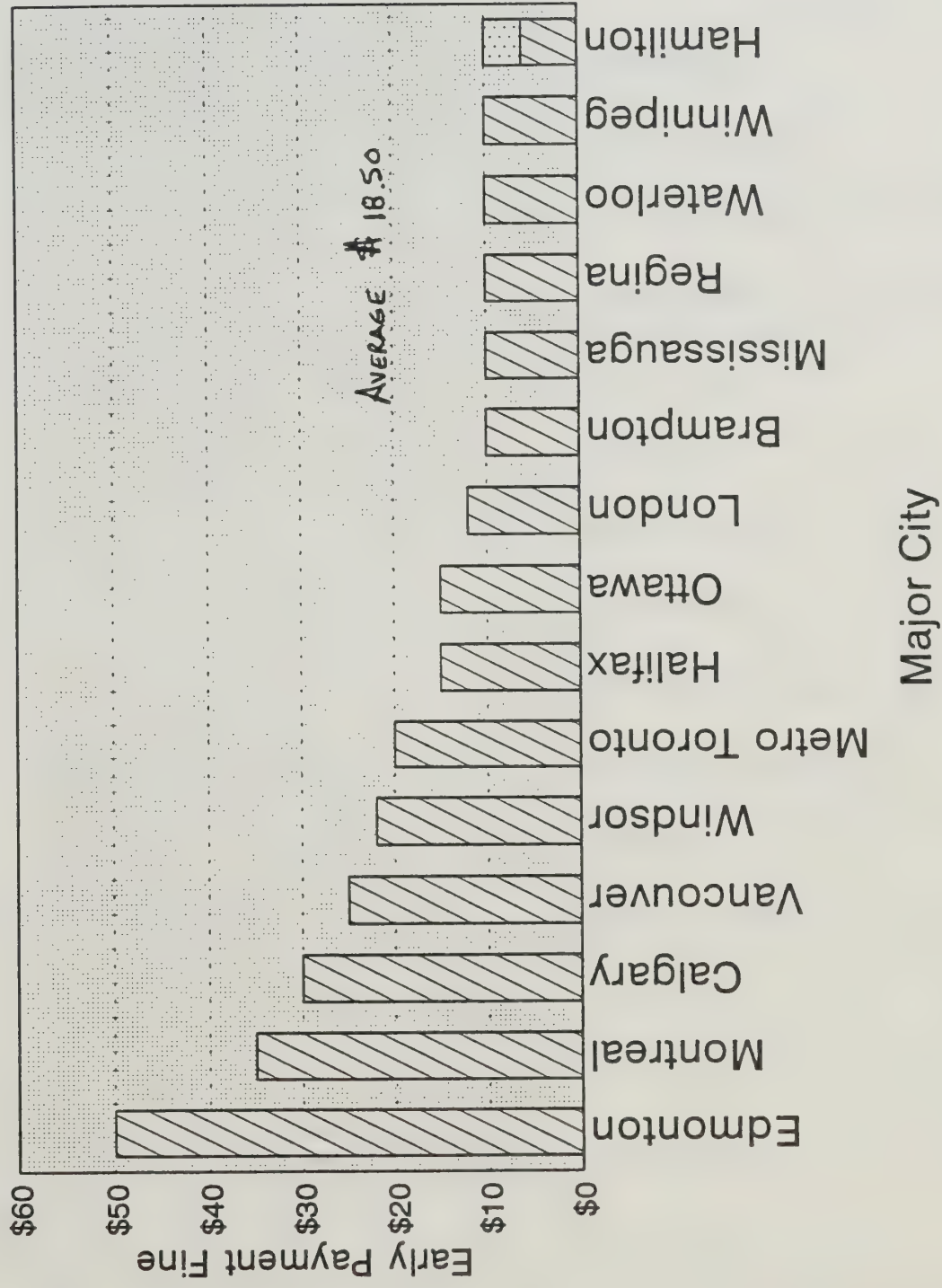
approvals required each time this is done. The fines for both of these violations were last increased on 1984 July 01 from \$5.00 to \$6.00.

MH/ca

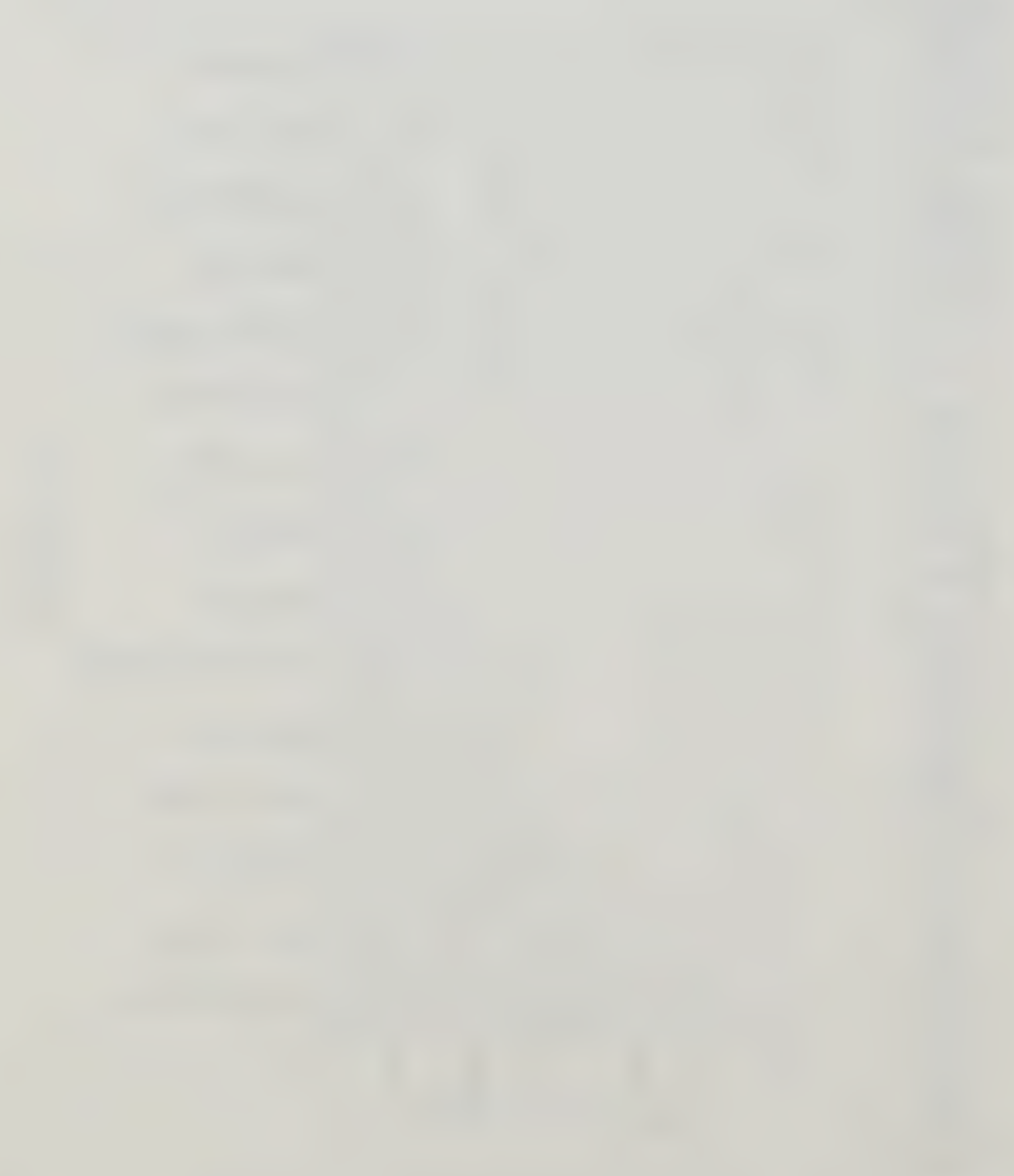
Attach.

"A"

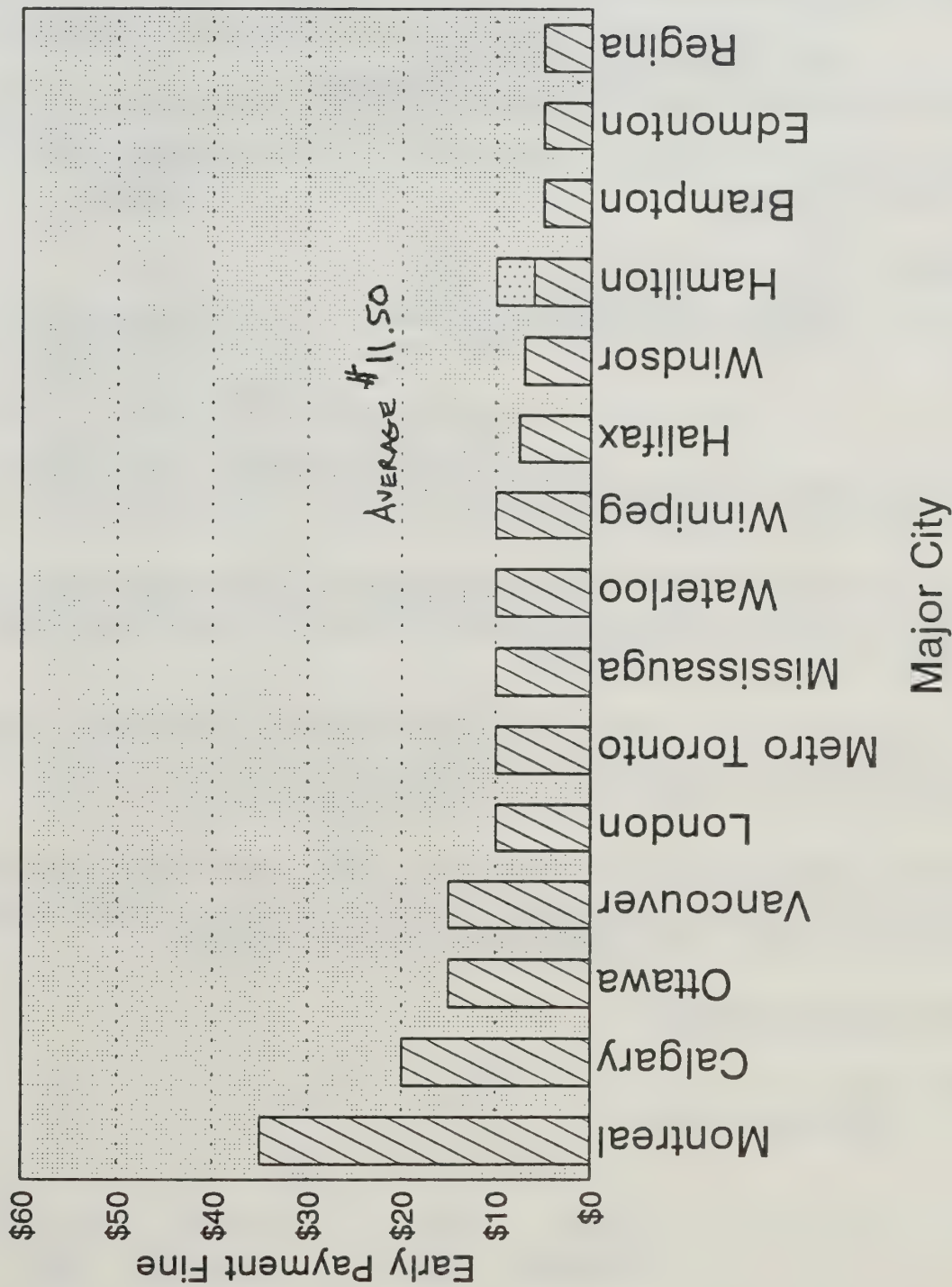
Overtime Parking Fines - Time Limit



A*



Overtime Parking Fines - Metered Parking



"B"

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: 1993 CONSOLIDATED USER
FEES - OVERTIME PARKING
VIOLATION INCREASE

DATE: 1993 January 14

The Committee of the Whole of City Council met on Tuesday, 1993 January 12 prior to the regular meeting of City Council to consider a report on the 1993 Consolidated User Fees.

During consideration, deputation was heard from Mr. Gord Thompson of the International Village who acted as spokesperson for all of the B.I.A.'s in the City of Hamilton as well as a delegation which was in attendance.

In his presentation, Mr. Thompson recommended that the proposed parking violation increase be referred back for further review and input from the B.I.A.'s in view of the struggling economy and the affect this has had on the B.I.A.'s.

Following consideration, the Committee of the Whole directed that the following proposed overtime parking violation increases be referred back to the Transport and Environment Committee for further review with the members of the B.I.A.'s.


Traffic By-law Enforcement

Fines - City
Overtime Parking

	<u>Early Payment</u>	<u>Set Fine</u>	<u>Early Payment</u>	<u>Set Fine</u>
- exceeded paid limit	\$6.00	\$9.00	\$10.00	\$15.00
- exceeded hour limit	\$6.00	\$9.00	\$10.00	\$15.00

In this regard, I am attaching copies of letters dated 1993 January 11 from Mary M. Pocius, Executive Director, International Village, B.I.A. and Mr. John Driscoll, Chairman, Ottawa Street B.I.A. requesting a review of the proposed parking fine increases.

Please ensure these individuals are notified of the date and time your Committee will be reviewing this matter.

A handwritten signature in dark ink, appearing to be "M. Pocius", written in a cursive style.

c.c.: Alderman H. Merling, Chairman, Transport and Environment Committee
J. Pavelka, Chief Administrative Officer
A. Ross, City Treasurer
M. Pocius, Executive Director, International Village, BIA
J. Driscoll, Chairman, Ottawa Street B.I.A.



King Street, just east of the Holiday Inn
P.O. Box 485, Station A.
Hamilton, Ontario L8N 3H8

DISTRIBUTED
TO MEMBERS OF CITY COUNCIL

January 11, 1993

JAN-11/93
DATE

SIGNATURE

Mr. J. Schatz
City Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

CC. CAO
TREASURER
DIR. OF TRAFFIC
MGR. OF PARKING

Dear Mr. Schatz:

Re: Proposed Parking Violation
Increases

Further to our telephone conversation, we request that this letter be distributed to the members of Council and officially request the opportunity of a delegation being allowed (with one speaker) on Tuesday, January 12th meeting of the Committee of the Whole.

The Board of Management of International Village B.I.A., representing eighty-seven independent business owners in the Downtown Core of Hamilton are very concerned with the proposed increase in fines for parking violations by the transport and environment Committee.

At at time when the Core of our City is experiencing such economic trouble, to present the consumer with yet one more reason to go to a Shopping Mall where the parking is "free" to him or her is ludicrous.

It is our recommendation that further consideration be given to this "proposed" increase with input from the business community who will be directly affected by such a move.

Any increase in revenue derived from this source would, undoubtedly, be offset by the further closure of businesses in the downtown Core and a loss of Business Tax.

As mentioned, we would appreciate the opportunity of a delegation or, this item being tabled and returned to Committee for further

.... continued

Mr. J. Schatz
City Clerk

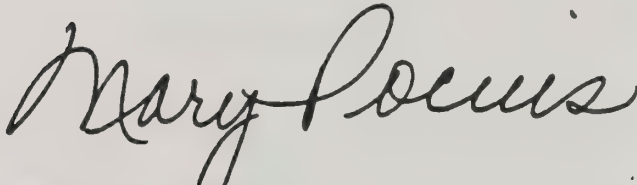
..... 2

discussion with the business community.

Thank you for your attention to this request.

Sincerely,

INTERNATIONAL VILLAGE B.I.A.

A handwritten signature in cursive script, reading "Mary Rocius". The signature is written in dark ink and is positioned above the typed name and title.

Mary M. Rocius

Executive Director

cc: Downtown Promenade, B.I.A.
Ottawa Street B.I.A.
Concession Street B.I.A.
Barton Street B.I.A.
Westdale Village B.I.A.
Main West Esplanade B.I.A.

January 12, 1993

Mr. Joe Schatz
City Clerk
City Hall
71 Main St. West
Hamilton, Ontario
L8N 3T4

DISTRIBUTE
TO MEMBERS

Jan. 12/93
DATE

SIGNATURE

C. C. J. Pavella

Dear Mr. Schatz:

Please distribute this to all members of council, prior to the Committee of the Whole meeting January 12, 1993.

On behalf of the 135 members of the Ottawa Street Business Improvement Area, and the board of management we respectfully ask that your committee re-evaluate the parking fine increases.

The Board of Directors along with the membership feel that these increases will deter even more shoppers from stopping on Ottawa Street. As a BIA our main goal is to help create a more effective, viable shopping area, as well as to enhance public awareness of Ottawa Street; and with these increases in parking violations it will be virtually impossible to attain our goals.

There have been numerous complaints with regards to ticketing in this area; if the increases are put into effect the visitors to Ottawa Street will by-pass this area for one that can offer free parking, with no concern of receiving a parking violation. The Centre Mall anchors Ottawa Street at Barton, and provides the convenience of "no cost, worry free" parking which leads to a source of competition for our BIA.

The membership of Ottawa Street are trying to recover from the economy and they feel that this will certainly be detrimental to business by driving away more customers and clients. Perhaps alternate avenues for fundraising, other than the increase parking fines, could be explored to increase the City's economy, for example; ticketing in handicapped spaces, and enforcing various by-laws that aren't as strictly adhered to as parking violations are.

We thank you for your consideration in this matter, and if you have any further questions, please do not hesitate to call me at Price Busters Discount (549-5662) or through the BIA office (544-5822)

Sincerely,

Mr. John Driscoll
Chairman

cc: The Honorable R. Morrow, Mayor
Alderman D. Drury, Ward 3
Alderman B. Morrelli, Ward 3
Alderman G. Copps, Ward 4
Alderman B. Wilson, Ward 4
M. Main, Director, Traffic Department
D. Lobo, Director, Streets and Sanitation, Public Works Department
E. Millsome, Community Renewal Officer, Public Works Department

CONSENT AGENDA

**Transport and Environment Committee
Monday, 1993 February 1
9:30 o'clock a.m.
Room 233, City Hall**

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1993 January 4

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) Bond Street between Arkell Street and Main Street West - TEC-262-92
- (b) Bold Street between Bay Street South and Caroline Street South - TEC-272-92
- (c) King William Street between Steven Street and Tisdale Street North - TEC-276-92
- (d) Parking Restrictions on Bond Street adjacent to G. R. School - TEC-271-92
- (e) Columbia Drive and Tyne Place - TEC-266-92
- (f) Rodgers Road between King Street East and Normandy Road - TEC-278-92
- (g) Apartment Building at No. 95 Arkledun Avenue -
Application for a Time Limit Exemption Permit - TEC-280-92
- (h) Apartment Building at No. 226 1/2 James Street North -
Application for a Time Limit Exemption Permit - TEC-05-93
- (i) No. 590 East 27th Street - Request for a Reserved "Permit Parking" Space for a
Disabled Resident - TEC-06-93
- (j) No. 179 Cochrane Road - Request for Wheelchair Loading Zone - TEC-08-93
- (k) No. 15 Foster Street - Request for a
Reserved Permit Parking Space for a Disabled Resident - TEC-17-93
- (l) No. 175 Ferrie Street East - Request for a
Reserved Permit Parking Space for a Disabled Resident - TEC-11-93
- (m) Park Street South between
Robinson Street and Charlton Avenue West - Loading Zone Revision - TEC-15-93
- (n) School Bus Loading Zone on Acadia Drive
adjacent to St. Jean de Brebeuf School TEC-210-92
- (o) School Bus Loading Zone on Colcrest Street
adjacent to St. Agnes School - TEC-274-92

ii. **Intersection Control**

- (a) **Intersection of Eva Street and Eaglewood Drive - TEC-275-92**
- (b) **Intersection of Edgevale Road and Paradise Road North - TEC-279-92**

iii. **Corner Clearances**

- (a) **Intersection of Goulding Avenue and San Pedro Drive -
Intersection Control/Corner Clearance - TEC-273-92**
- (b) **West Side of Sherman Avenue South, north of Cumberland Avenue - TEC-01-93**
- (c) **North Side of Guildwood Drive, east of Upper Horning Road - TEC-02-93**

iv. **Discharge of Residential Boulevard Parking Agreement**

No. 336 Victoria Avenue North - TEC-04-93

v. **Neighbourhood Watch Program**

Neighbourhood Watch Program for the Blakely Neighbourhood - TEC-09-93

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

- i. **Rescind Alley Closure: North of Fennell Avenue
Between East 26th Street and East 27th Street (R-93-10)**
- ii. **Rescind Alley Closure: First Alley North of Main
Street Between New Street and Strathcona Avenue (R-93-12)**
- iii. **Rescind Alley Closure: Rear of 640 Upper James Street (R-93-11)**
- iv. **Proposed Walkway Closure: Janet Court (R-93-09)**
- v. **Banner Application - Volunteer Centre of Hamilton (R-93-07)**
- vi. **Incorporating Certain City Lands into Various Streets By By-law**
- vii. **Bell Canada Servicing in the "Wheten Court" Subdivision (R-93-08)**
- viii. **Bilingual Signing - Provincial Highway System (R-93-06)**

D. CITY SOLICITOR

Local Improvements of Sidewalks on Upper Sherman Avenue - \$6,200.

E. DIRECTOR OF PROPERTY

- i. Option to Purchase Agreement - Roadway Purposes -
631 Rymal Road West, Rear Land - Russell and Muriel McCrory -
Proposed Extension of Upper Paradise Road
- ii. Conveyance of Land from Ontario Hydro Required for
Public Walkway and Sewer Purposes, Part 2, Plan 62R-12480, Acadia Drive

F. MANAGER OF PURCHASING

- i. Annual Supply of Aggregates, Public Works Department
- ii. Annual Supply and Delivery of Mixed Portland Cement Concrete
- Public Works Department
- iii. Annual Supply of Asphaltic Concrete and Bituminous Materials
- Public Works Department

G. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

- i. Information Reports
- ii. Conferences
 - (a) Ontario Traffic Conference Annual Convention
1993 May 2 to May 5, Windsor, Ontario
 - (b) Ontario Good Roads Association Annual Conference
1993 February 21 to February 24, Toronto, Ontario

2 (A)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent with Regrets: Alderman M. Kiss, Vacation

Also present: Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. D. Lobo, Director of Public Works Department
Mr. R. Gadawski, Public Works Department
Mr. L. Farr, Law Department
Mr. G. Aston, Roads Department
Mr. K. C. Christenson, Secretary

1. DELEGATIONS

School Crossing Guard, Mohawk Road East and Terrace Drive,
Alderman T. Anderson, Mr. Brian Castle, Principal, Ridgemount Elementary School

The Committee agreed to table this item and Mr. Castle was unable to attend this meeting.

2. CONSENT AGENDA

A. MINUTES

The minutes of the meeting held 1992 November 30 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICES

i. Discharge of Residential Boulevard Parking Agreements

(a) No. 58 Erie Avenue

The Committee was in receipt of a report dated 1992 November 26 from the Director of Traffic Services respecting No. 58 Erie Avenue - Discharge of Residential Boulevard Parking Agreement.

The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 16900 C.D. to the property at No. 58 Erie Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

(b) **No. 942 Main Street East**

The Committee was in receipt of a report dated 1992 December 10 from the Director of Traffic Services respecting No. 942 Main Street East - Discharge of Residential Boulevard Parking Agreement.

The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 22433 C.D. to the property at No. 942 Main Street East be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

ii. **Corner Clearances**

(a) **Intersection of Tisdale Avenue North and King William Street**

The Committee was in receipt of a report dated 1992 November 5 from the Director of Traffic Services respecting the intersection of Tisdale Avenue North and King William Street - Corner Clearances.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping" corner clearance on the north side of King William Street which commences at Tisdale Avenue North and extends to a point 80 feet westerly therefrom, be shortened, such that the regulation commences at Tisdale Avenue North and extends to a point 43 feet westerly therefrom; and
- (b) That the existing "No Stopping" corner clearance on the south side of King William Street which commences at Tisdale Avenue North and extends to a point 70 feet easterly therefrom, be shortened, such that the regulation commences at Tisdale Avenue North and extends to a point 43 feet easterly therefrom; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Margate Avenue and Princeton Drive**

The Committee was in receipt of a report dated 1992 December 4 from the Director of Traffic Services respecting the intersection of Margate Avenue and Princeton Drive - corner clearance.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the east side of Princeton Drive commencing at Margate Avenue and extending to a point 101 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Various intersections on Queen Victoria Drive**

The Committee was in receipt of a report dated 1992 December 14 from the Director of Traffic Services respecting various intersections of Queen Victoria Drive - corner clearances.

The Committee approved the following recommendation:

(a) That "No Stopping" regulations be implemented:

- on the east side of Queen Victoria Drive commencing at the north leg of Quaker Crescent and extending to a point 68 feet southerly therefrom; and
- on the east side of Queen Victoria Drive commencing at the south leg of Quaker Crescent and extending to a point 57 feet northerly therefrom; and
- on the east side of Queen Victoria Drive commencing at the south leg of Quaker Crescent and extending to a point 68 feet southerly therefrom; and
- on the south side of Queen Victoria Drive commencing at Quinn Avenue and extending to a point 45 feet easterly therefrom; and
- on the south side of Queen Victoria Drive commencing at Quinn Avenue and extending to a point 45 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **South side of Nugent Drive (south leg), west of Nash Road**

The Committee was in receipt of a report dated 1992 December 10 from the Director of Traffic Services respecting the south side of Nugent Drive (south leg) west of Nash Road - corner clearance.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the south side of Nugent Drive (south leg) commencing at Nash Road and extending to a point 82 feet westerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Parking Regulations**(a) **Nancy Street between Queensdale Ave. East and Everton Place**

The Committee was in receipt of a report dated 1992 December 4 from the Director of Traffic Services respecting Nancy Street between Queensdale Avenue East and Everton Place.

The Committee approved the following recommendation:

- (a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on both sides of Nancy Street between Queensdale Avenue East and Everton Place, be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Hughson St. North between Wood St. and Macauley St. East**

The Committee was in receipt of a report dated 1992 November 19 from the Director of Traffic Services respecting Hughson Street North between Wood Street and Macauley Street East.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Hughson Street North between Wood Street East and Macauley Street East; and
- (b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first eleven eligible applicants residing in the block to a maximum of eleven permits; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Cartier Crescent**

The Committee was in receipt of a report dated 1992 December 15 from the Director of Traffic Services respecting Cartier Crescent.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation be implemented on both sides of Cartier Crescent from end to end such that parking is prohibited:
 - on the south and west sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the north and east sides of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Geneva Drive**

The Committee was in receipt of a report dated 1992 December 10 from the Director of Traffic Services respecting Geneva Drive.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the west side of Geneva Drive commencing at a point 11 feet north of the public walkway between Nos. 30 and 34 Geneva Drive and extending to a point 36 feet southerly therefrom; and
- (b) That a "No Stopping" regulation be implemented on the east side of Geneva Drive commencing at a point 5 feet north of the public walkway between Nos. 29 and 33 Geneva Drive and extending to a point 20 feet southerly therefrom; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Geneva Drive between Delmar Drive and Bendamere Avenue**

The Committee was in receipt of a report dated 1992 December 10 from the Director of Traffic Services respecting Geneva Drive between Delmar Drive and Bendamere Avenue.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Geneva Drive between Delmar Drive and Bendamere Avenue; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Delmar Drive**

The Committee was in receipt of a report dated 1992 December 15 from the Director of Traffic Services respecting Delmar Drive.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation be implemented on both sides of Delmar Drive/Daytona Drive commencing at Bendamere Avenue and extending to the northerly end of the street such that parking is prohibited:
 - on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the west side of the street from the 16th to the last day of April, May June, July, August, September, October and November; and
- (b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Delmar Drive between Geneva Drive and Daytona Drive; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Review of the "Through Street" System**

The Committee was in receipt of a report dated 1992 November 3 from the Director of Traffic Services respecting a review of the "Through Street" System.

The Committee approved the following recommendation:

- (a) That the following streets be deleted as "Through Streets" in order to allow parking to occur overnight;

Upper Kenilworth Ave. from Limeridge Road to Mohawk Road
Beach Road from Gage Avenue to Ottawa Street
Sherman Ave. from Delaware Avenue to Cumberland Avenue

- (b) That a "No Parking, 8:00 a.m. to 12:00 noon, second Thursday of each month, April to November" regulation be implemented on the west side of Sherman Avenue from Delaware Avenue to Cumberland Avenue; and

- (c) That a "No Parking, 8:00 a.m. to 12:00 noon, second Wednesday of each month, April to November" regulation be implemented on the east side of Sherman Avenue from Delaware Avenue to Cumberland Avenue; and

- (d) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **Intersection Control**

Intersection of Jackson Street West and Ray Street South

The Committee was in receipt of a report dated 1992 November 27 from the Director of Traffic Services respecting the intersection of Jackson Street West and Ray Street South.

The Committee approved the following recommendation:

- (a) That all-way stop control be implemented at the intersection of Jackson Street West and Ray Street South; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

v. **Request for Wheelchair Loading Zone**

No. 290 South Bend Road East

The Committee was in receipt of a report dated 1992 December 8 from the Director of Traffic Services respecting No. 290 South Bend Road East.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 9:00 p.m., Monday to Friday" regulation be implemented on the south side of South Bend Road East commencing at a point 280 feet east of East 16th Street and extending to a point 36 feet easterly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**i. Road Closures****(a) Temporary Road Closure -
Jackson Street East between Bowen Street and Catharine Street**

The Committee was in receipt of a report dated 1992 December 1 from the Senior Director, Roads Department respecting a temporary road closure on Jackson Street East between Bowen Street and Catharine Street.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of Kopic Wrecking Inc. (79 Oak Hill Drive, Brantford Ontario, N3T 1R3) to temporarily close Jackson Street East between Bowen Street and Catharine Street South on Thursday, 1992 December 3 from 9:00 a.m. to 1:00 p.m. to place a crane on City road allowance, subject to the following conditions:

- (a) That approval from Regional Police Services be received;
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (d) That all barricading be supplied by and at the expense of the applicant;
- (e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadway, if deemed necessary by the Director of Traffic Services;
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the road, to the satisfaction of the City and at the expense of the applicant;
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (h) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(b) **Belview Avenue
from 25 m south of Barton Street to Southerly Limits**

The Committee was in receipt of a report dated 1992 December 3 from the Senior Director, Roads Department respecting the road closure of Belview Avenue from 25 m south of Barton Street to the southerly limits.

The Committee approved the following recommendation:

- (a) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law to stop up, close and sell the road allowance of Belview Avenue, from 25 m south of Barton Street to the southerly limits;
- (b) That the Commissioner of Transportation/Environmental Services, on behalf of the City as the applicant, prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be disposed of;
- (c) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;
- (d) That the City of Hamilton provide an easement to the Region for the existing 155 mm watermain, 300 mm sanitary sewer and 525 mm storm sewer in the proposed closure area;
- (e) That the City of Hamilton provide a 2.0 metre easement to Union Gas for their underground plant consisting of a 114.3 mm gas main on the west side of Belview Avenue and a 42.2 mm gas main crossing Belview Avenue within the closure limits;
- (f) That the City of Hamilton provide an easement to Hamilton Hydro-Electric System for pole, transformers and overhead wire in the proposed closure area;
- (g) That the City of Hamilton provide an easement to Bell Canada for buried cables in the closure area;
- (h) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;
- (i) That the Law Department prepare a Use Agreement with the owner of the abutting industrial property based on the participation of the City and Glendale Spinning Mills in the proposed solution, for removal of tracks and placement of a hard surface on the CP Rail lands;
- (j) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

iii. **Street Incorporation**

The Committee was in receipt of a report dated 1992 December 17 from the Senior Director, Roads Department respecting incorporating certain City lands into various streets by by-law.

The Committee approved the following recommendation:

- (a) That the following City land be incorporated into the street in order to complete the final street width or provide access and hook-ups to newly registered subdivision developments:

Mark Place Plan 62M-409 and Mark Place Plan 62M-452

- (b) That the by-law to carry out the incorporation of the said land into the foregoing street be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

iv. **1992 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1992 December 16 from the Senior Director, Roads Department respecting 1992 Servicing Expenditures Related to Subdivisions.

The Committee approved the following recommendation:

- (a) That the portion of Section 35 of the Eighth Report of the Transport and Environment Committee adopted by City Council on 1992 July 28, which refers to the approval of engineering schedules for "Rymal Square Estates - Phase 3", Hamilton be amended to show a reduction in the City share of services from \$62,625.60 to a City share of \$59,627.38.
- (b) That the revised schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in:

"RYMAL SQUARE ESTATES - PHASE 3", Hamilton

City's Share \$ 59,627.38	Subdivider's Share	\$61,564.42
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- (c) That the portion of Section 36 of the Tenth Report of the Transport and Environment Committee adopted by City Council on 1992 July 28, which refers to the approval of the City granting a sewer easement to the Region over City parklands in connection with the development of "Rymal Square Estates - Phase 3", Hamilton be amended to show the easement width being reduced from 6.0 metres in width to 4.5 metres in width.
- (d) That the City of Hamilton accept from the Developer, \$6,675. as the cash payment for the fair market value of the sewer easement, the value has been estimated by the City of Hamilton Property Department, Real Estate Division. These monies shall be collected under the City of Hamilton Subdivision Agreement for "Rymal Square Estates - Phase 3".

D. DEPARTMENT OF PUBLIC WORKS

Local Improvements

i. **Proposed Construction of Sidewalks, Curbs and a Roadway as Local Improvements on Forbes Street**

The Committee was in receipt of a report dated 1992 December 7 from the Director of Public Works respecting the proposed construction of sidewalks, curbs and a roadway as Local Improvements on Forbes Street.

The Committee approved the following recommendation:

- (a) That the construction of concrete sidewalks and curbs and a finished roadway on Forbes Street from approximately 40 m south of Blossom Lane to approximately 57 m southerly, adjacent to the proposed Blossom Estates Subdivision, proceed as local improvements pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$47,400. with a City's Share of \$15,540. and an Owner's Share of \$31,860. all as provided in the 1992 portion of the 1992 - 2001 Capital Budget; and
- (b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and
- (c) That the Senior Director of Roads be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and
- (d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

ii. **Local Improvement charges for the Construction of Roads, Curbs, Sidewalks and Alleys**

The Committee was in receipt of a report dated 1992 December 15 from the Director of Public Works respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys.

The Committee approved the following recommendation:

- (a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

<u>Item</u>	<u>Maximum Charge per Metre of Frontage</u>	
	<u>Existing 1992</u>	<u>Proposed 1993</u>
i. Curb Only	\$ 80.	\$ 53.
ii. Sidewalks Only	\$ 80.	\$ 89.
iii. Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	\$137.	\$121.
iv. Roadway Only	\$223.	\$222.
v. Alleys	\$ 93.	\$ 95.
vi. Roadway and Curbs Only (Industrial Subdivisions)	\$306.	\$290.

- (b) That the City Solicitor be authorized and directed to amend the Local Improvement By-Law.

E. MANAGER OF PURCHASING**(a) Supply and Delivery of
Reflective Sheeting during 1993, Traffic Department**

The Committee was in receipt of a report dated 1992 December 4 from the Manager of Purchasing respecting the supply and delivery of reflective sheeting during 1993, Traffic Department.

The Committee approved the following recommendation:

That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of reflective sheeting as and when required during 1993 by the Traffic Department, at the unit prices attached, being the only tender received, in accordance with specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through Traffic Sign Materials Account No. CH56154 75999.

(b) Supply and Delivery of Traffic Poles and Arms during 1993

The Committee was in receipt of a report dated 1992 December 7 from the Manager of Purchasing respecting the supply and delivery of traffic poles and arms during 1993.

The Committee approved the following recommendation:

That a purchase order be issued to Valmont Industries Inc. Ajax, for the supply and delivery of Traffic Poles and Arms as and when required during 1993, being the lowest of four tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and be financed through Traffic Signal Materials Account No. 56152 75999.

F. KEEP HAMILTON CLEAN COMMITTEE**By-law Amendment to Streets By-law Respecting Posters on Poles**

The Committee was in receipt of a report dated 1992 December 21 from the Secretary, Keep Hamilton Clean Committee respecting a by-law amendment to Streets By-law Respecting Posters on Poles.

The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a by-law to amend Streets By-law No. 86-77 Respecting Signs in an effort to reduce the amount of litter produced when posters are affixed to poles for submission to City Council.

3. CITY CLERK**(a) City Tree Removal, 21 Abbington Drive
(Referred Back by City Council 1992 December 8)**

The Committee was in receipt of a copy of Section 45 of the Thirteenth Report of the Transport and Environment Committee for 1992 respecting City Tree Removal at 21 Abbington Drive which was referred back to the Transport and Environment Committee by City Council at its meeting held 1992 December 8.

Alderman D'Amico informed the Committee that the owner of 21 Abbington Drive still required the removal of the white ash at this address as it was causing problems to the home which the owner could not address due to health reasons. He stated that the owner is willing to pay for the removal and replacement of the white ash. Alderman Wilson stated that if this tree is removed because of its production of seeds, there will be a flood of requests for the removal of City trees causing similar problems. The Chairman stated that the Tree By-law, recently approved by City Council is good legislation and that it should be abided by.

Following considerable discussion, the Committee approved the following recommendation:

That the Transport and Environment Committee not approve the removal of the City Tree (14" diameter white ash) at 21 Abbingdon Drive.

RECORDED VOTE:

FOR: Aldermen Merling, Morelli, Wilson, Eisenberger, Jackson

AGAINST: Mayor Morrow, Aldermen, D'Amico, Agro

**(b) City Tree Removal, 355 Bay Street South
(Referred Back by City Council 1992 December 8)**

The Committee was in receipt of a copy of Section 46 of the Thirteenth Report of the Transport and Environment Committee for 1992 respecting City Tree Removal at 355 Bay Street South which was referred back to the Transport and Environment Committee by City Council at its meeting held 1992 December 8.

Mayor Morrow informed the Committee that the request for the removal of the tree at 355 Bay Street South had been withdrawn by the owner.

**(c) Disabled Parking at 1 Hunter Street East
(Referred from Health and Social Services Committee)**

The Committee was in receipt of correspondence from the Regional Clerk respecting the availability of disabled parking at 1 Hunter Street East.

Following a brief discussion, the Committee agreed that the item be referred to the Director of Traffic Services for a report.

4. DIRECTOR OF TRAFFIC SERVICES

**(a) School Crossing Guard - Bendamere Avenue and Upper Paradise Road
(Tabled from the Transport and Environment Committee - 1993 November 30)**

The Committee was in receipt of a report dated 1992 September 15 from the Director of Traffic Services respecting Bendamere Avenue and Upper Paradise Road.

Mr. Main reviewed the background information of the report and stated that while a school crossing guard would be removed from Limeridge Road West and St. Jerome's School, the pedestrian signal would eliminate the need for a school crossing guard. He added that the Traffic Department would have the school crossing guard remain on duty for an appropriate phase-out period to direct children on the proper method to use the pedestrian-actuated signal.

Following discussion, the Committee approved the following recommendation:

- (a) That a School Crossing Guard be assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only on a permanent basis; and
- (b) That the School Crossing Guard located at the mid-block traffic signal on Limeridge Road West at St. Jerome's Separate School, be removed.

(b) 1993 Departmental User Fees

Alderman Agro expressed concern at the Traffic Department's proposed increase in User Fees as outlined in the report. He stated that many of the increases penalized older residential areas within the City.

Following considerable discussion, the Committee agreed to vote on the items individually.

- i. Increase Parking Meter/Overtime Parking Fines from \$6 to \$10

FOR: Aldermen Jackson, Wilson, Eisenberger, Merling, D'Amico, Morelli

AGAINST: Mayor Morrow, Alderman Agro

CARRIED.

- ii. Increase "No Parking" Fine from \$13. to \$20.

FOR: Aldermen Jackson, Wilson, Eisenberger, Merling, D'Amico, Morelli

AGAINST: Mayor Morrow, Alderman Agro

CARRIED.

- iii. Increase the charge for on-street parking permits from \$1. a month for parking permit areas and \$2. a month for time limit exemptions areas, to \$3. a month in each case (\$36. per year).

ALL OPPOSED. MOTION LOST.

- iv. Implement a new residential boulevard parking fee of \$3. per month for areas where the boulevard of the road allowance is being used for residential parking.

ALL OPPOSED. MOTION LOST.

- v. Implement an application fee of \$30.40 for residential boulevard parking investigations, whether or not the applicant subsequently enters into an agreement with the City.

FOR: Aldermen Merling, Wilson

AGAINST: Mayor Morrow, Aldermen Agro, Morelli, Eisenberger, Jackson, D'Amico

MOTION LOST.

- vi. Increase the charge for approach approvals for commercial, industrial and institutional land uses from \$16.54 to \$50.

FOR: Aldermen Jackson, Wilson, Eisenberger, Morelli, D'Amico, Merling

AGAINST: Mayor Morrow, Alderman Agro

CARRIED.

- vii. Implement a new charge of \$40. for enquiries respecting the status of agreements in which the City is a party.

FOR: Aldermen Merling, Jackson, Wilson, Agro, Eisenberger, Morelli, D'Amico

AGAINST: Mayor Morrow

CARRIED.

5. **DIRECTOR OF PUBLIC WORKS**

1993 Departmental User Fees

The Committee discussed the Department of Public Works 1993 Departmental User Fees.

Following a brief discussion, the Committee amended the Roadway, Tree Trimming - Tree Trimming and Removal for Hamilton Hydro from 5% to 6.9% for tree trimming and from 5% to 6.9% for tree removal.

Subsequently, the Committee approved the following recommendation:

That 1993 User Fees for the Public Works Department - Streets and Sanitation Division as outlined in the attached schedule T&E - Public Works Department - Streets (Column 3) for Existing and New Fees, be approved as amended.

6. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

First Canadian Urban Forest Conference - New Directions

The Committee was in receipt of a report dated 1992 December 22 from the Secretary, Transport and Environment Committee respecting the First Canadian Urban Forest Conference - New Directions.

The Committee approved the following recommendation:

- (a) That the Chairperson or his designate be authorized to attend the First Canadian Urban Forests Conference - New Directions, to take place on 1993 May 30 to 1993 June 2 in Winnipeg, Manitoba.
- (b) That costs for attendance be allocated to Aldermen Travel Account.

7. **OTHER BUSINESS**

Outstanding Items Review

The Chairman reviewed the list of Outstanding Items for the Transport and Environment Committee.

8. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

**ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE**

CITY OF HAMILTON
- RECOMMENDATION -

2(BXIXa)

DATE: 1992 December 4

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

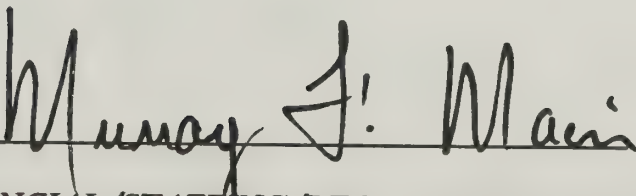
SUBJECT:

CITY CLERKS

Bond Street South between Arkell Street and Main Street West - Parking Regulations.
[TEC-262-92]

RECOMMENDATION:

- a) That a "No Parking" 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Bond Street South between Arkell Street and Main Street West; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

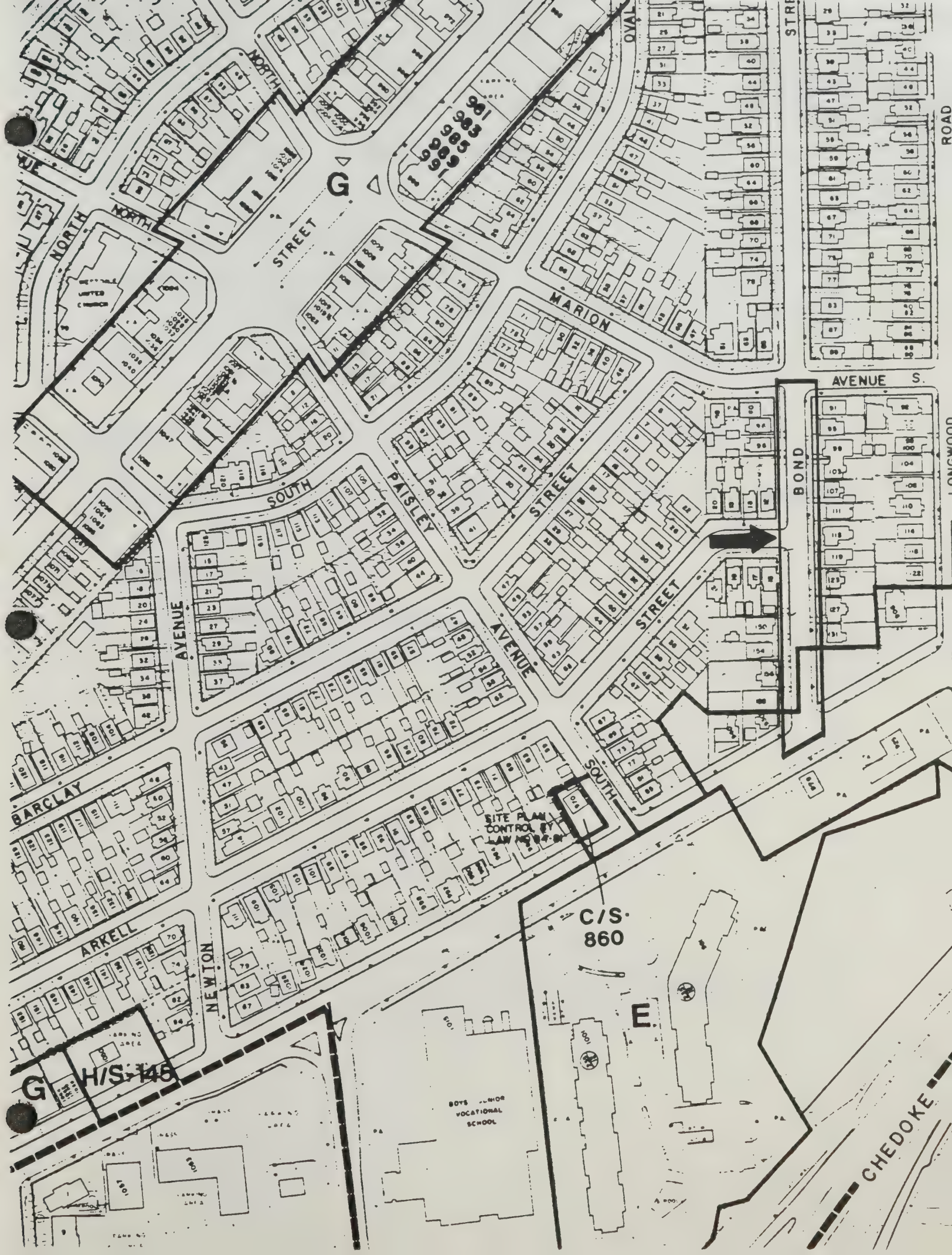
The Transport and Environment Committee at its meeting held 1992 September 21, tabled a report concerning parking regulations on Bond Street South between Arkell Street and Main Street West at the request of Alderman Mary Kiss.

The report which was tabled dealt with a petition for a full-time "No Parking" regulation on the west side of Bond Street South between Arkell Street and Main Street East. The residents originally took up a petition for an "Alternate Side Parking" regulation in this block. However, the Traffic Department did not support this request due to the fact that motorists would be required to "jog" their vehicles around parked vehicles in the block to the north since there is a full-time parking prohibition in the block to the north. Since the Traffic Department did not support an "Alternate Side Parking" regulation, the residents took up another petition for a full-time parking prohibition on the west side of the street. This is the report which was recently tabled.

Since that time, the Traffic Department has received yet another petition signed by representatives of nine of the ten one, two and three family dwellings abutting this block requesting that a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of the street in this area. Eight residents who signed the petition are in favour of the requested regulation while one resident expressed no opinion. The residents have expressed concern regarding students from Westdale Secondary School and area employees parking on both sides of the street. Therefore, since 80 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

The implementation of the requested regulation would result in a loss of approximately seven legal on-street parking spaces during the weekday hours of 8:00 a.m. to 4:00 p.m., but would improve traffic flow and driveway movements during this time. The residents have advised that there is no problem on weeknights or weekends.

CVB
CVB/ca



G

9899
9888
9885

MARION

AVENUE S

BOND

SITE PLAN
CONTROL BY
LAW NO 84-8

C/S
860

E

H/S 146

BOYS JUNIOR
VOCATIONAL
SCHOOL

CHEDOKE

2(0)(i)(t)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 15

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

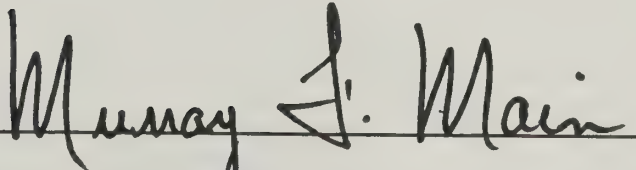
CITY CLERKS

SUBJECT:

Bold Street between Bay Street South and Caroline Street South - Parking Regulations.
[TEC-272-92]

RECOMMENDATION:

- a) That the existing "Three Hour Parking Time Limit; 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Bold Street between Bay Street South and Caroline Street South be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

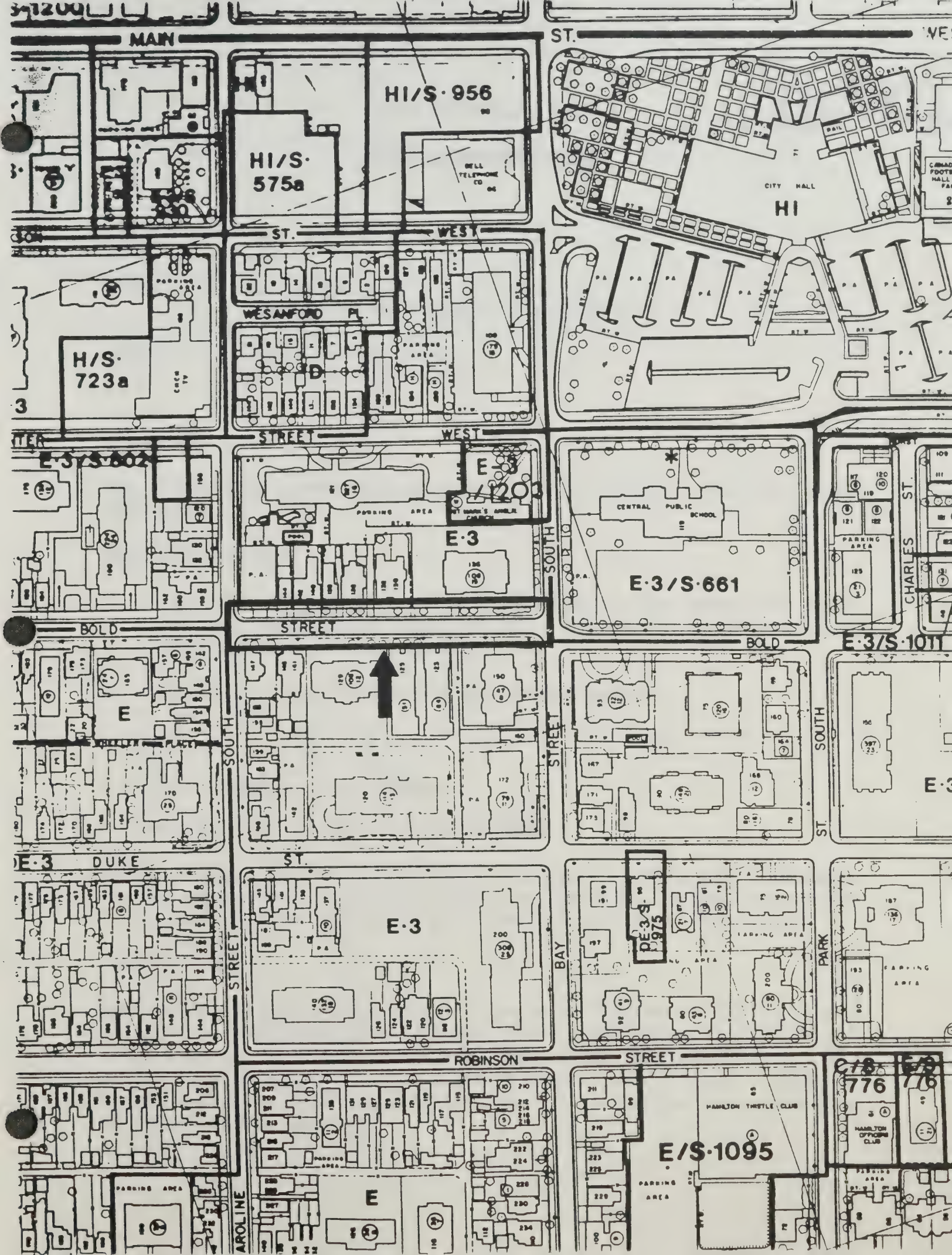
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all seven of the one, two and three family dwellings abutting Bold Street between Bay Street South and Caroline Street South, requesting that a "One Hour Parking Time Limit; 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of the street in this block.

Bold Street has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is a "Three Hour Parking Time Limit; 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of downtown businesses.

The implementation of the requested regulation would further reduce long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicle from the signed time limit regulation. Therefore, since 100 percent of the abutting residents of one, two, and three family dwellings are in favour of the requested regulation, the Traffic Department concurs with the request.


CVB/ca



MAIN

ST.

WE

HI/S-956

HI/S-575a

WEST

ST.

WESANFORD

H/S-723a

HI

CITY HALL

STREET

WEST

E-3/S-802

E-3

E-3/S-661

CENTRAL PUBLIC SCHOOL

STREET

BOLD

E-3/S-1011

BOLD

E

SOUTH

SOUTH

ST.

E-3

E-3 DUKE

ST.

E-3

BAY

E-3/S-975

PARK

PARKING AREA

ROBINSON

STREET

E/S-1095

E-3/S-776

E-3/S-776

HAMILTON THRISTLE CLUB

HAMILTON OFFICE CLUB

AROLINE

PARKING AREA

PARKING AREA

26xixc

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

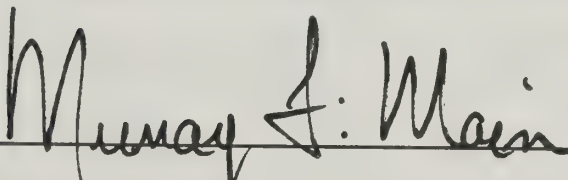
CITY CLERKS

SUBJECT:

King William Street between Steven Street and Tisdale Street North - Parking Regulations.
(TEC-276-92)

RECOMMENDATION:

- a) That a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of King William Street between Steven Street and Tisdale Street North; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit would off-set the cost to some degree.

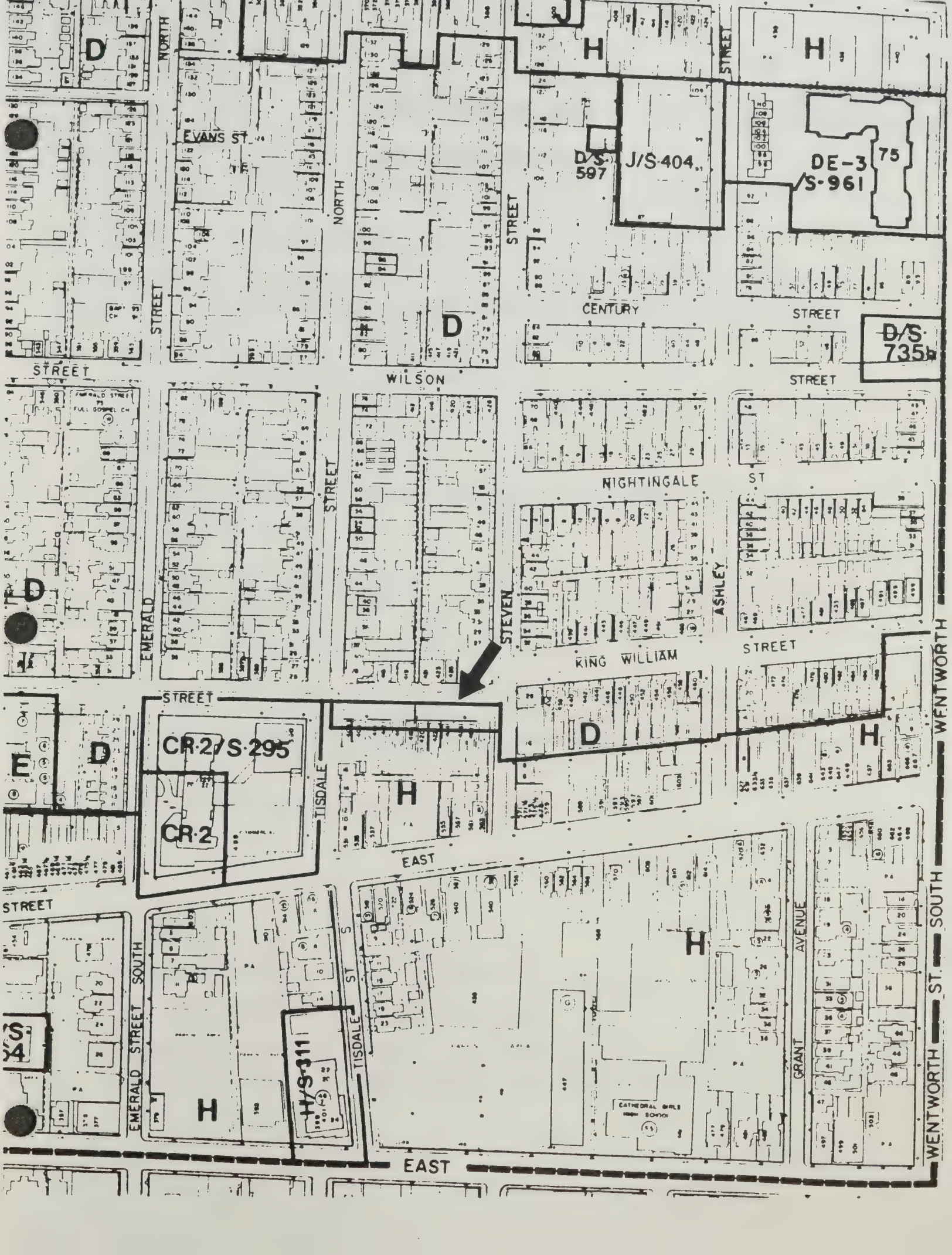
BACKGROUND:

Alderman Morelli has forwarded a petition signed by representatives of 16 of the 19 one, two and three family dwellings abutting King William Street between Steven Street and Tisdale Street North, requesting that a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of the street in this block. Fifteen residents who signed the petition are in favour of the requested regulation and the remaining resident is opposed.

King William Street has a 30 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted free parking on the south side of the street in this block.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees and patrons of area businesses. The implementation of the requested regulation will eliminate long-term non-resident parking in this area and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 79 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

Jim C. G.
HM/CVB/ks



D

NORTH

EVANS ST

NORTH

WILSON

STREET

D/S-597

J/S-404

DE-3 S-961

D/S-735b

STREET

STREET

STREET

EMERALD

STREET

STEVEN

NIGHTINGALE

ST

ASHLEY

KING WILLIAM

STREET

STREET

CR-2/S-295

CR-2

EAST

TISDALE

EAST

EMERALD STREET SOUTH

TISDALE ST

H/S-311

GRANT AVENUE

CATHEDRAL HILLS HIGH SCHOOL

WENTWORTH

ST

WENTWORTH

SOUTH

2 (Box 14)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 23

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

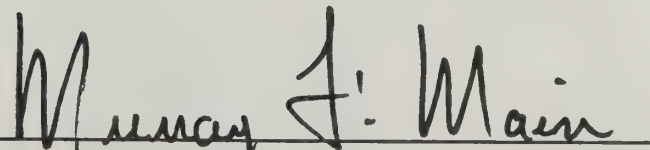
SUBJECT:

CITY CLERKS

Parking Restrictions on Bond Street adjacent to G.R. Allan School. (TEC-271-92)

RECOMMENDATION:

- a) That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Bond Street commencing at a point 75 feet north of the north curb line of Glen Road (east leg) and extending to a point 20 feet south of the south curb line of Glen Road (east leg); and
- b) That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Bond Street commencing at a point 60 feet north of the north curb line of Glen Road (east leg) and extending to a point 54 feet south of the south curb line of Glen Road (east leg); and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

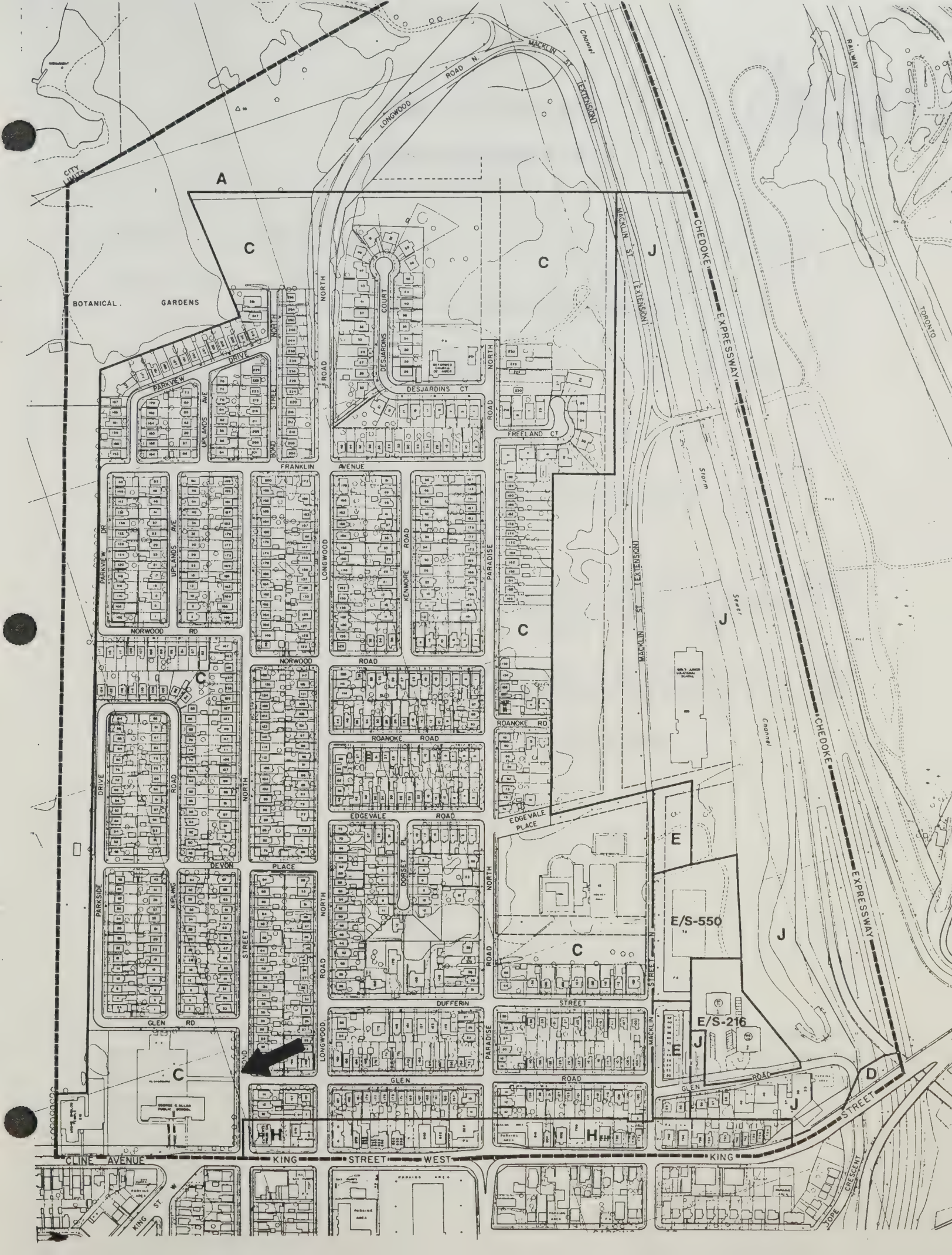
BACKGROUND:

The Vice-Principal of G.R. Allan School recently contacted the Traffic Department regarding concerns of vehicles stopping to pick up/drop off students on Bond Street at a location where a school path connects to the intersection of Bond Street and Glen Road. There is a painted crosswalk across Bond Street at this location.

The Vice Principal is concerned that parents are stopping in the area of the crosswalk thereby reducing the motorist's visibility and forcing children to walk between parked cars when attempting to cross Bond Street. On 1992 December 01, Traffic Department staff observed this location and confirmed the concerns of the school.

As a result, it is recommended that "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulations be implemented to ensure that visibility of the crosswalk is maintained. In regards to availability of parking, there will be minor impacts in the area. Currently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Bond Street adjacent to the school. Therefore, parking will not be affected on the west side. On the east side, there will be a loss of two parking spaces during the period of 7:00 a.m. to 6:00 p.m., Monday to Saturday. These two spaces are adjacent to properties which have off-street parking available.

TA/MH/ks



210X11e

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 23

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED

JAN 22 1993

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

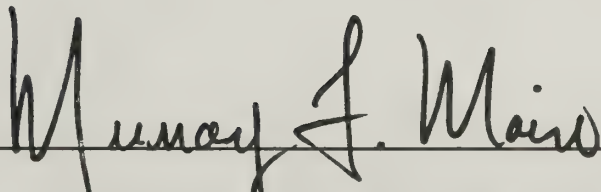
CITY CLERKS

SUBJECT:

Columbia Drive and Tyne Place - Parking Regulations. (TEC-266-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Columbia Drive commencing at the north leg of Tyne Place and extending to Bendamere Avenue; and
- b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Tyne Place from end to end; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 (plus G.S.T.) annual charge for each parking permit would off-set the cost to some degree.

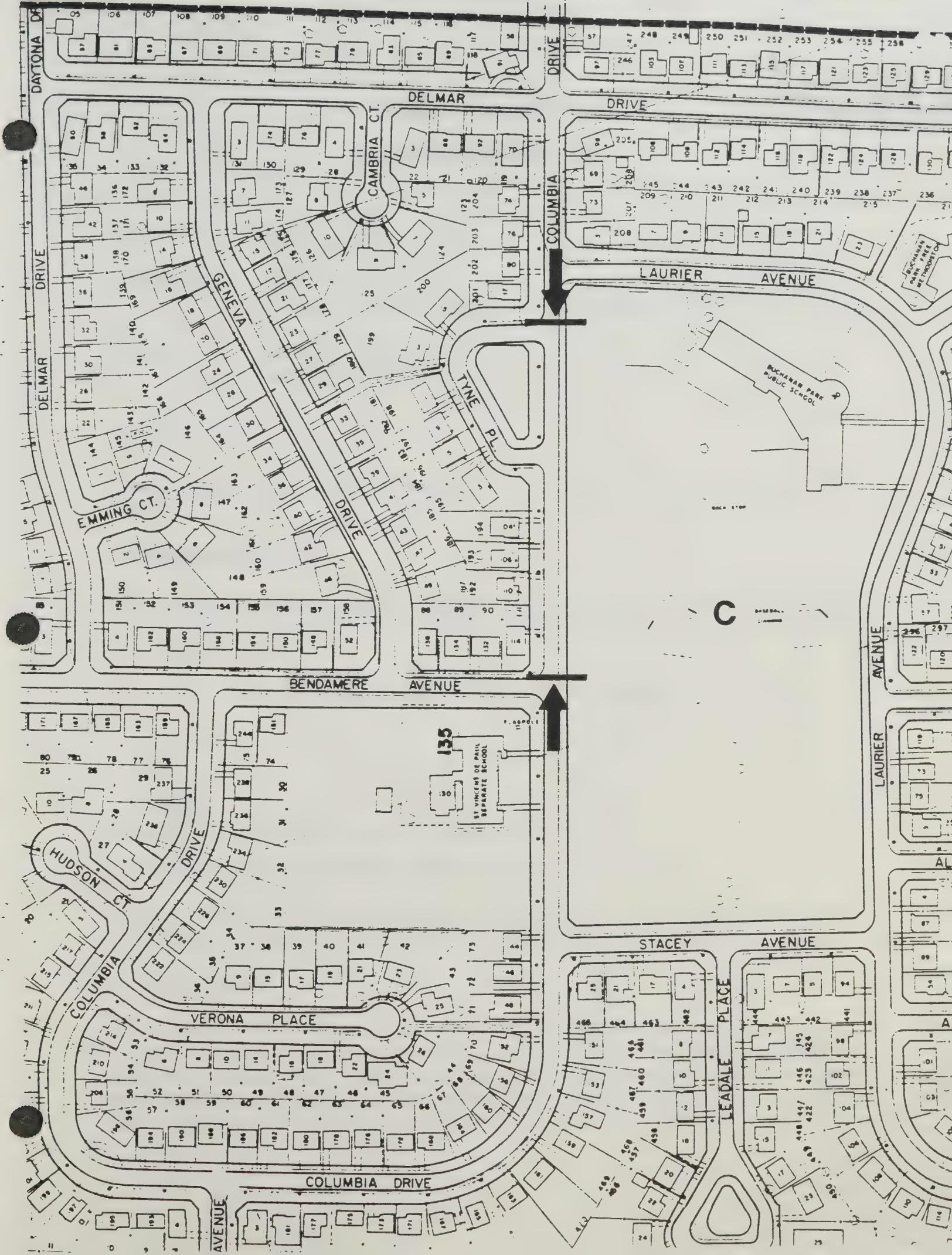
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 10 of the 11 one, two and three family dwellings abutting Columbia Drive and Tyne Place between the north leg of Tyne Place and Bendamere Avenue, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of both Columbia Drive and Tyne Place. All residents who signed the petition are in favour of the requested regulation.

Tyne Place is a "U" shaped street which intersects Columbia Drive at two points and a grassed boulevard separates these two streets. Columbia Drive and Tyne Place both have 28 foot pavement widths, and presently, there is a "No Parking" regulation on the east side and unrestricted free parking on the west side of both Columbia Drive and Tyne Place.

The residents who signed the petition have expressed concern regarding long-term non-resident parking by students from Mohawk College. The implementation of the requested regulation will eliminate long-term non-resident parking in this area and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit per year to exempt their vehicles from the signed time limit regulation. Therefore, since 91 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

HM CVB
HM/CVB/ks



26xixf)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 11

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

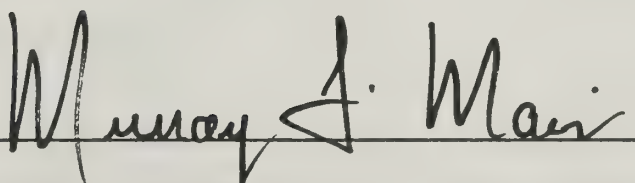
CITY CLERKS

SUBJECT:

Rodgers Road between King Street East and Normandy Road - Parking Regulations. (TEC-278-92)

RECOMMENDATION:

- a) That the existing "No Parking" regulation on both sides of Rodgers Road between King Street East and Normandy Road be replaced with a "No Stopping" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

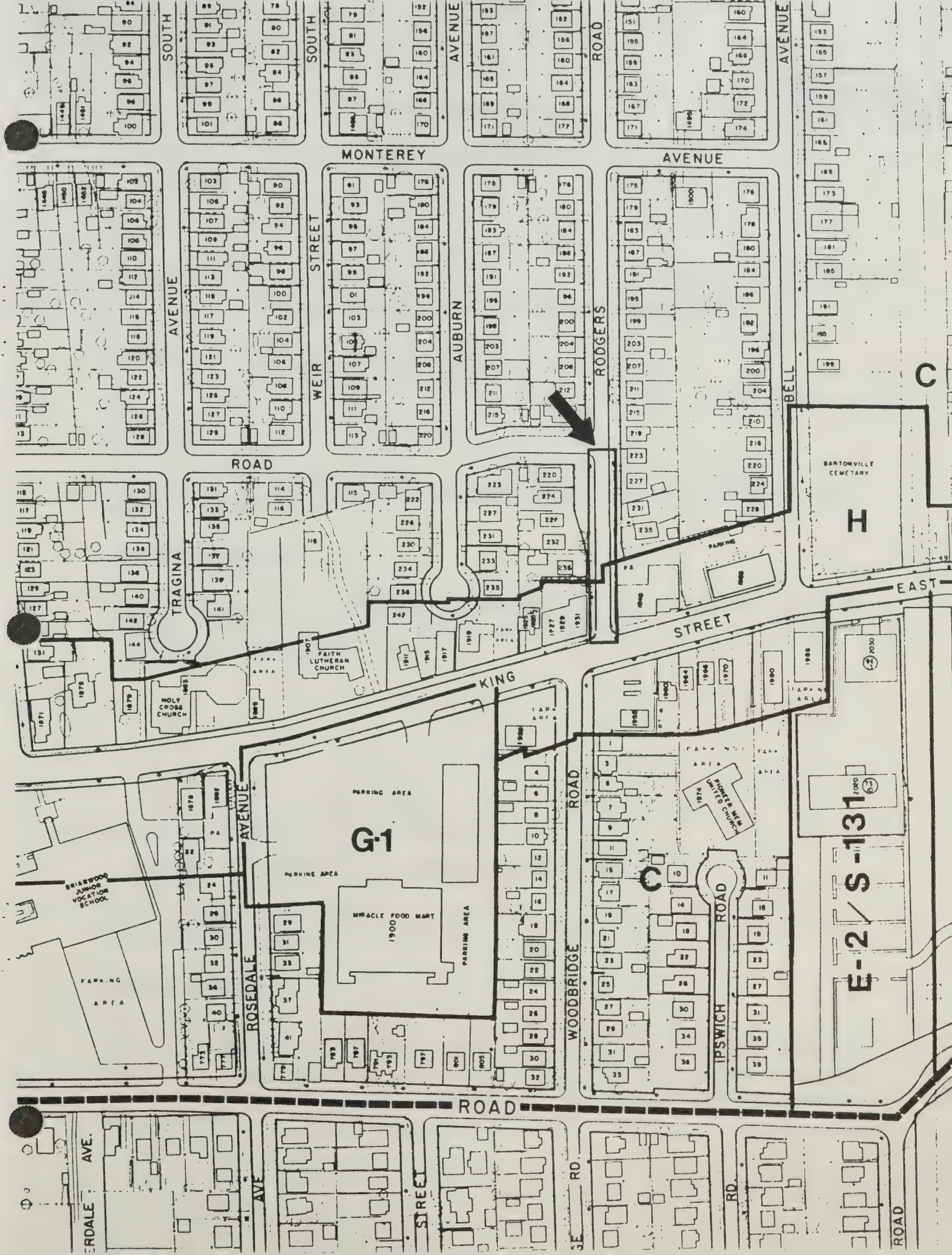
BACKGROUND:

Alderman Dave Wilson recently forwarded a petition signed by representatives of eight of the nine one, two and three family dwellings abutting Rodgers Road between King Street East and Normandy Road, requesting that the existing "No Parking" regulation be replaced with a "No Stopping" regulation on both sides of the street in this block. All of the abutting residents who signed the petition are in favour of the requested regulation.

Rodgers Road has a 24 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street in this block. The residents who signed the petition have expressed concern regarding short-term non-resident parking by patrons of area businesses. Motorists often disregard the "No Parking" regulation and park on both sides of the street in this area and obstruct driveway movements. The implementation of the requested regulation would facilitate enforcement procedures by eliminating the ten minute grace period and might reduce the number of illegally parked vehicles in this area due to the higher fine associated with the "No Stopping" regulation.

The Traffic Department would consider a stopping prohibition on both sides of a residential street to be over-restrictive and unnecessary. However, since 89 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

HM *CVB*
HM/CVB/ks



CITY OF HAMILTON
- RECOMMENDATION -

2(BXiXg)

DATE: 1993 January 07

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

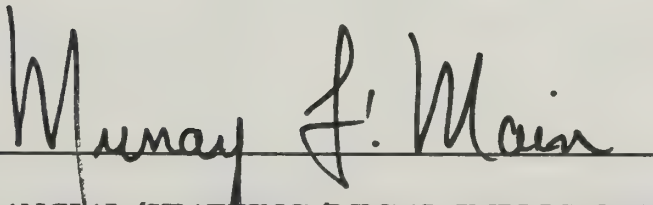
CITY CLERKS

SUBJECT:

Apartment Building at No. 95 Arkledun Avenue - Application for a Time Limit Exemption Permit. (TEC-280-92)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue upon request one Time Limit Exemption Permit to each of the first three eligible applicants resident in the apartment building at No. 95 Arkledun Avenue.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$72.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

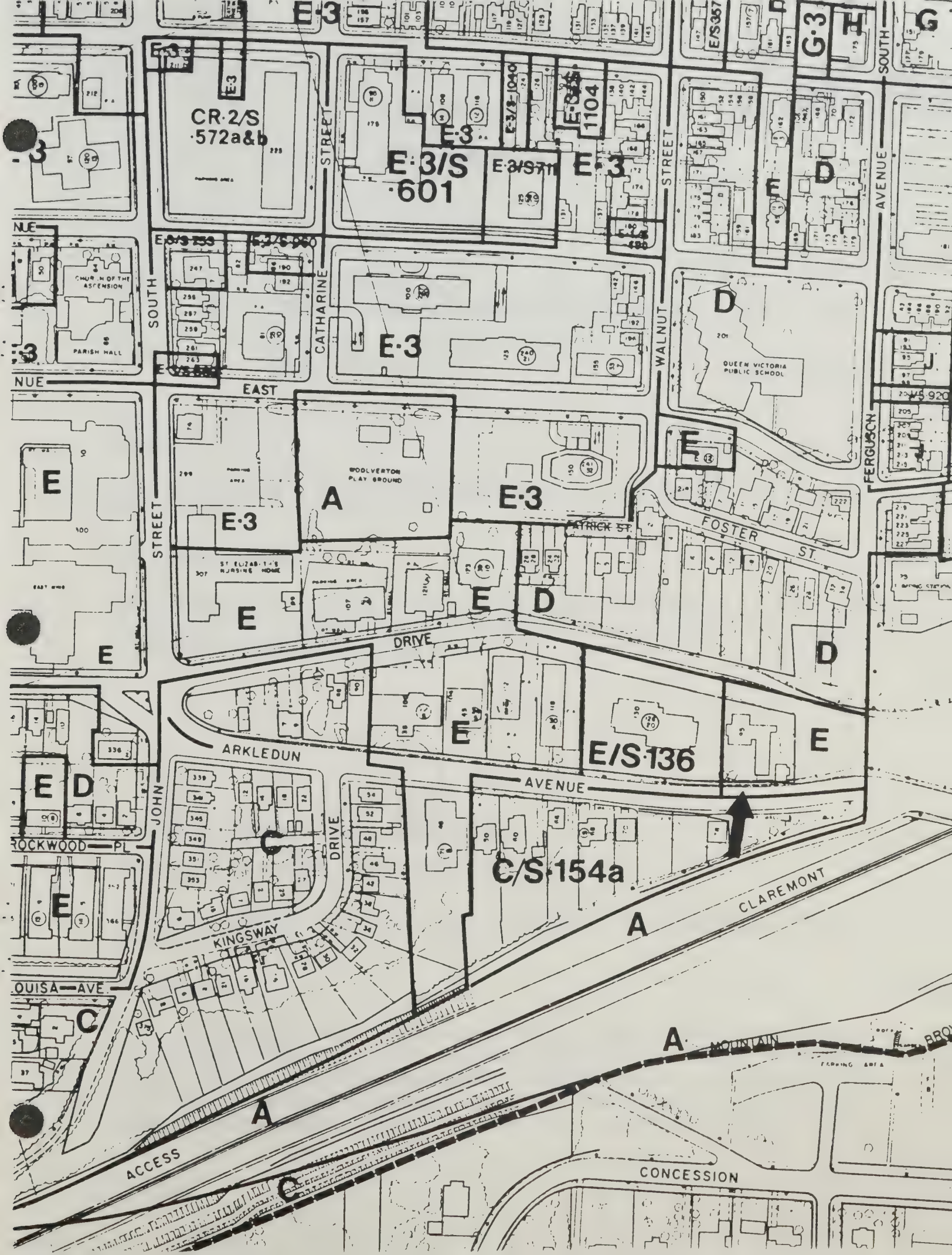
The Traffic Department has received a request from a resident of the apartment building at No. 95 Arkledun Avenue, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the north side of Arkledun Avenue near the Jolly Cut. The applicant has advised that he wishes to park his vehicle in the time limit areas in the vicinity of this building.

An investigation has revealed that there are seven dwelling units in the subject apartment building, and that there are four off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that St. Joseph's Drive is moderately parked during the day. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is a combination of resident and short-term parking. Thus, the issuance of Time Limit Exemption Permits to three residents of this building should not create any parking problem for other area residents.

The Zoning By-law requires that a minimum of seven off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of three off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, the Traffic Department recommends that a maximum of three parking permits be issued to the residents of the building, on a first come first served basis.


HM/CVB/ks



26XIX(H)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 11

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

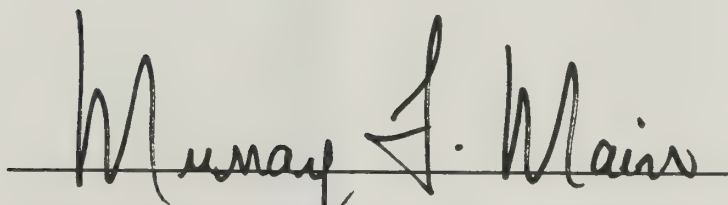
CITY CLERKS

SUBJECT:

Apartment Building at No. 226 1/2 James Street North - Application for a Time Limit Exemption Permit. (TEC-05-93)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first five eligible applicants residing in the apartment building at No. 226 1/2 James Street North.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$120.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

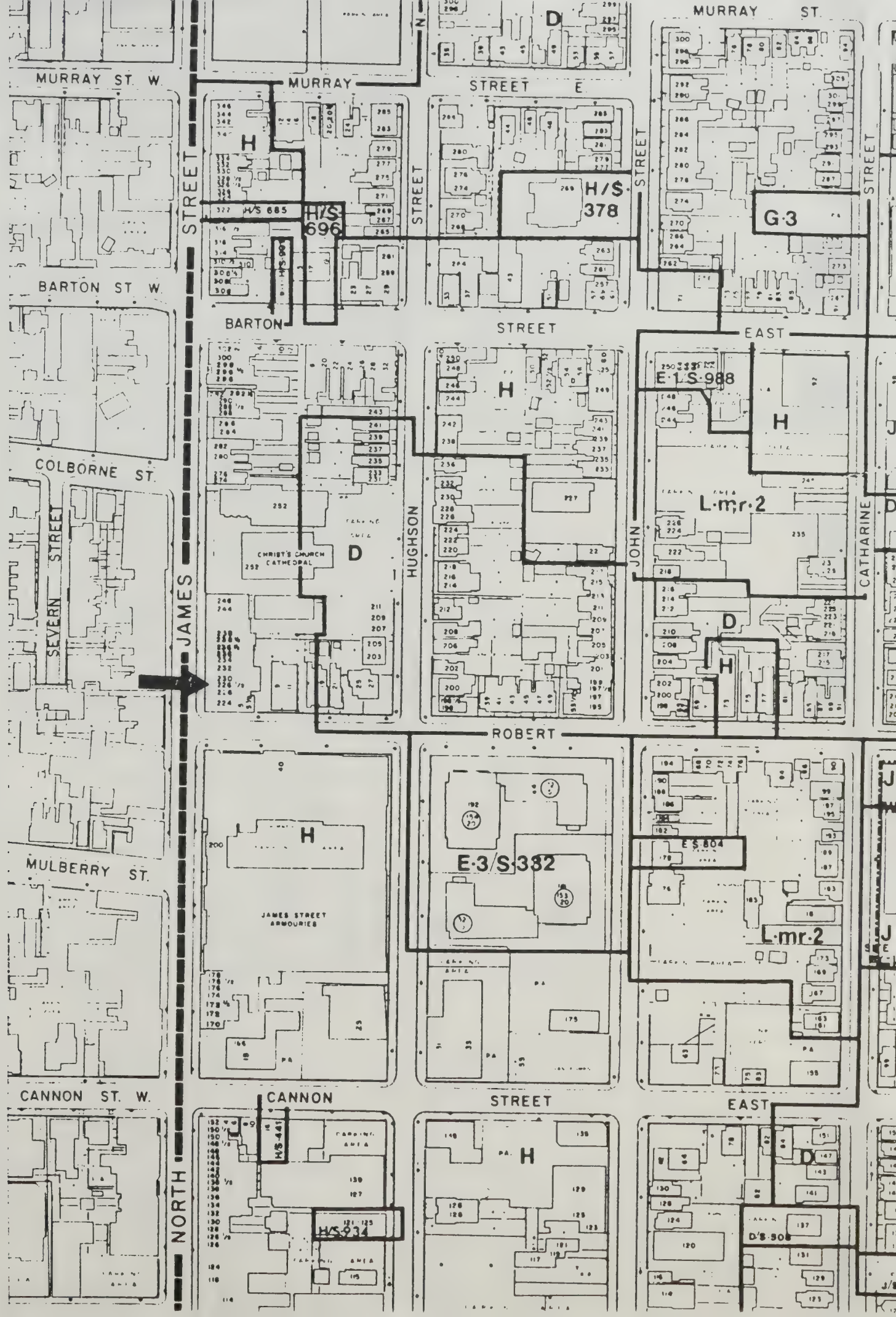
The Traffic Department has received a request from a resident of the apartment building at No. 226 1/2 James Street North, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the east side of James Street North between Colbourne Street and Robert Street. The applicant has advised that he wishes to park his vehicle in the time limit areas in the vicinity of this building.

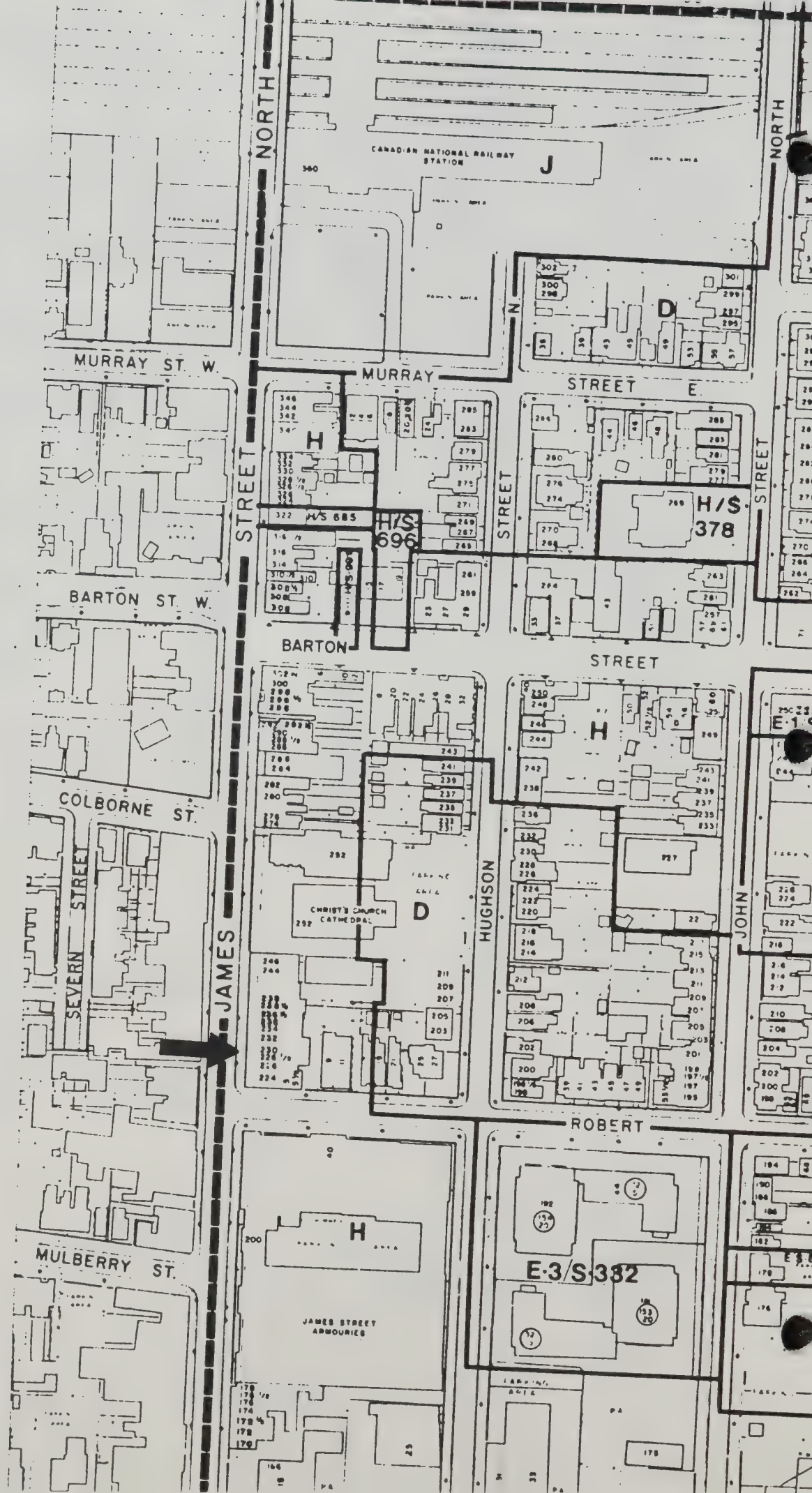
An investigation has revealed that there are five dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that streets are moderately parked in this area during the day. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is a combination of resident and short-term parking. Thus, the issuance of five Time Limit Exemption Permits will not create any parking problems for area residents.

The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of five off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, the Traffic Department recommends that a maximum of five parking permits be issued to the residents of the building, on a first come first served basis.

CAJ
MT/CVB/ks





NORTH

NORTH

CANADIAN NATIONAL RAILWAY STATION

J

MURRAY ST. W.

MURRAY

STREET E

STREET

STREET

STREET

BARTON ST. W.

BARTON

STREET

COLBORNE ST.

SEVERN STREET

JAMES

HUGHSON

JOHN

MULBERRY ST.

ROBERT

JAMES STREET ARMOURIES

E-3/S382

H

D

H/S 378

H/S 685

H/S 696

H

D

CHRIST'S CHURCH CATHEDRAL

H

E-1

E-2

INVESTIGATION

REQUEST

FORM

TRAFFIC
DEPARTMENTDM: ☐ M.B.H. MTASSIGNED TO: ☒ L.B.☐ 14 ☐ G.K.DATE ASSIGNED: 93 / 01 / 04
JAN DATE REQUIRED: 93 / JAN / 12LOCATION: 226 1/2 JAMES N. (E/S) - SANSONE APTS. - 5 UNITS.PROBLEM/COMPLAINT TIME LIMIT APPLICATION FOR APARTMENTINFORMATION REQUIRED: #5 UNITS, # PARKING SPACES - NONE.AT APARTMENT BUILDINGCONTACT PERSON: ROBERT ACCADIA - APT. #5

REPORT: _____

ACTION☐ NO ACTION☐ W.O. ISSUED☐ TO COMMITTEE☐ OTHERWORK COMPLETED BY: L.B.DATE: 93 / 1 / 15

APPLICATION FOR AREA TIME LIMIT EXEMPTION PERMIT

DATE OF APPLICATION: Jan. 4/93
 NAME OF APPLICANT : ROBERT ACCADIA TELEPHONE NO. 527-8760
 PLACE OF RESIDENCE : 224-1/2 JAMES N #5 LSR 743
 Street No. Street City Postal Code
 VEHICLE DESCRIPTION: PONT 78 WHITE 407KSC ONT.
 Make Year Colour Licence Province
 VEHICLE TYPE: ☒ car or station wagon ☐ truck
 ☐ motorcycle ☐ bus
 ☐ van

If vehicle is a van, bus or truck, complete the following:-

	NO	YES
Registered gross vehicle weight less than 4 tons	[]	[]
Overall length less than 21 feet	[]	[]
Other than a tow truck	[]	[]
Single (not dual) rear wheels	[]	[]
non-commercial registration, or commercial registration but stamped "PRIMARILY PERSONAL/RECREATION USE"		

If the answer to all questions is yes, the vehicle is an APPROVED MOTOR VEHICLE.

I certify that the above information is correct and I understand that this permit will exempt me from signed time limit regulations in the area, but does not guarantee me a parking space at all times.

[Signature]
 Signature of Applicant

 FOR OFFICE USE ONLY:

ONE, TWO OR THREE FAMILY DWELLINGS

	NO	YES
- <u> </u> dwelling units in building. Verified on CRT?	[]	[]
- Is residence within an approved "TIME LIMIT EXEMPTION AREA"? (If "YES", state area number) <u> </u>	[]	[]
- Does the applicant reside at this premises?	[]	[]
- Does the address on the vehicle registration match the address stated above?	[]	[]
- Is the vehicle an APPROVED MOTOR VEHICLE?	[]	[]
- Has the applicant a receipt for permit fees to the end of the current year from the City Treasurer (\$2.00 per month)?	[]	[]

If answer to all questions is "YES", issue permit.

PERMIT NO. DATE

APARTMENT BUILDINGS

	NO	YES
- <u>29</u> dwelling units in building. Verified on CRT?	[]	[<input checked="" type="checkbox"/>]
- Is residence within an approved "TIME LIMIT EXEMPTION AREA"? (If "YES", state area number) <u>03</u>	[]	[<input checked="" type="checkbox"/>]
- Does the applicant reside at this premises?	[]	[<input checked="" type="checkbox"/>]
- Does the address on the vehicle registration match the address stated above?	[]	[<input checked="" type="checkbox"/>]
- Is the vehicle an APPROVED MOTOR VEHICLE?	[]	[<input checked="" type="checkbox"/>]
- Does the applicant own more than one vehicle? (If "YES", how many?) <u> </u>	[<input checked="" type="checkbox"/>]	[]
- Are there any parking spaces available on the subject lands?	[<input checked="" type="checkbox"/>]	[]
- Is the applicant on a waiting list for an off-street parking space? (If "YES", how many persons are ahead of the applicant on the waiting list?) <u> </u>	[<input checked="" type="checkbox"/>]	[]

Inform applicant that we will investigate further and report to Committee.

PERMIT NO. APPROVED BY CITY COUNCIL DATE

2(B)(X)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 11

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

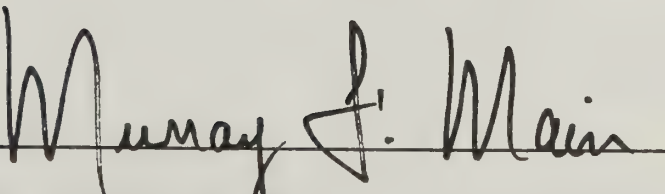
CITY CLERKS

SUBJECT:

No. 590 East 27th Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-06-93)

RECOMMENDATION:

- a) That in conjunction with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the west side of East 27th Street commencing at a point 31 feet north of Mohawk Road and extending to a point 20 feet northerly therefrom and on the east side of East 27th Street commencing at a point 30 feet north of Mohawk Road and extending to a point 19 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Strauch, 590 East 27th Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the permit will off-set the cost to some degree.

BACKGROUND:

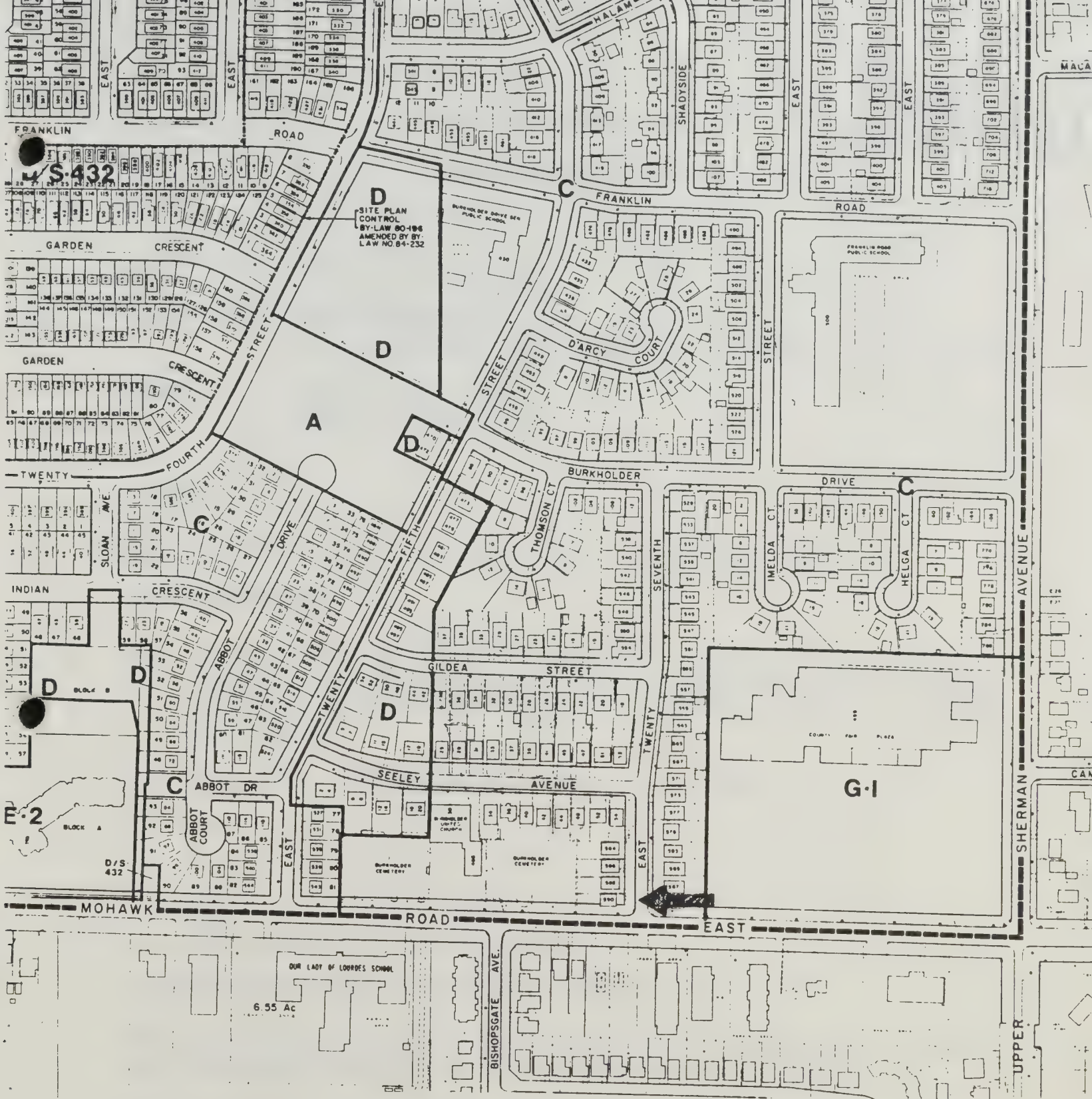
The Traffic Department has received a request from Mrs. Strauch, 590 East 27th Street, to have a "Permit Parking" regulation implemented on the street in front of and across from her home since she is disabled.

East 27th Street has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Strauch possesses a valid disabled permit. There is a driveway at the rear of this property off Mohawk Road. However, since the applicant wishes to park her vehicle directly in front of her house on East 27th Street, the Traffic Department has no objection to this request.

Since there is an "Alternate Side Parking" regulation on the street in this area, one reserved parking space must be designated on each side of the street, so that the applicant has a reserved parking space on an annual basis. Mr. Paul Bieggar, 589 East 27th Street, is the neighbour immediately opposite Mrs. Strauch's home, and this resident has advised that he has no objection to having the necessary signs erected in front of his home. Therefore, the Traffic Department concurs with the request.


MT/CVB/ks



D/S-432

D
SITE PLAN
CONTROL
BY-LAW 60-196
AMENDED BY BY-
LAW NO. 64-232

G-I

E-2
BLOCK A
D/S-432

6.55 Ac

OUR LADY OF LOURDES SCHOOL

BISHOPSGATE AVE.

UPPER

SHERMAN AVENUE

SEVENTH STREET

BURKHOLDER DRIVE

GILDEA STREET

SEELEY AVENUE

ABBOT COURT

CRESCENT

INDIAN

TWENTY

GARDEN CRESCENT

FRANKLIN ROAD

2(0xiXj)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 18

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

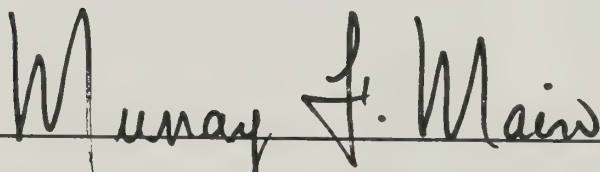
CITY CLERKS

SUBJECT:

No. 179 Cochrane Road - Request for Wheelchair Loading Zone. (TEC-08-93)

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., Monday to Saturday" regulation be implemented on the east side of Cochrane Road commencing at a point 97 feet south of Central Avenue and extending to a point 22 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

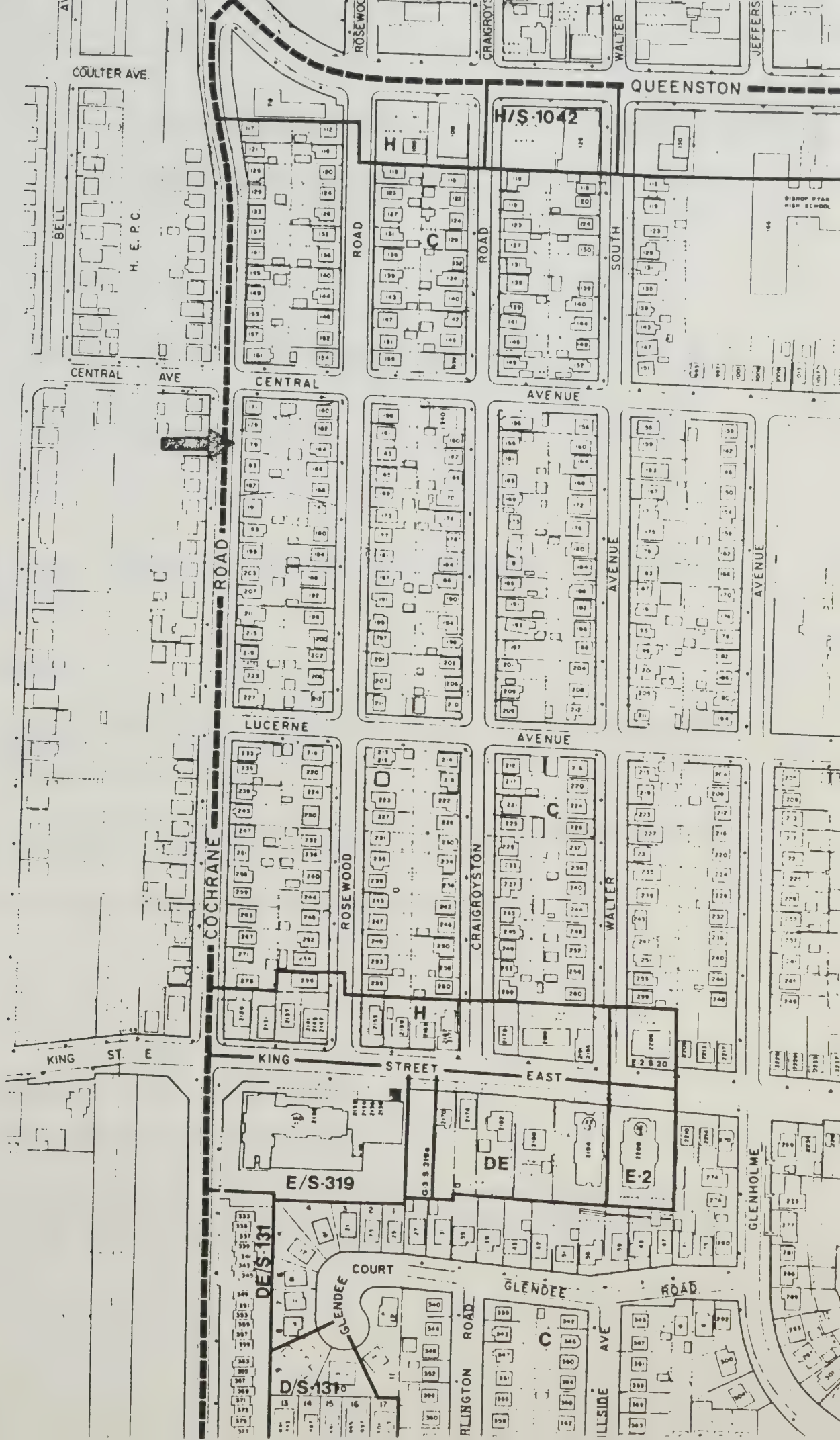
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Godin, No. 179 Cochrane Road, that a "No Stopping, Wheelchair Loading Only" regulation be designated on the east side of the street directly in front of her home since she is disabled and requires the frequent use of Darts buses for doctor appointments and shopping.

Cochrane Road has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property from December to March and for half of the month when parking is permitted on the east side of the street under the existing "Alternate Side Parking" regulation. However, since the applicant has agreed to limit the hours of the regulation such that parking may occur after 5:00 p.m. each evening and all day on Sundays, and since virtually all residents in this area have available off-street parking, the Traffic Department does not anticipate any parking problems for area residents and concurs with the request.

MT/CVB
MT/CVB/ks



2(BXi)(k)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 18

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

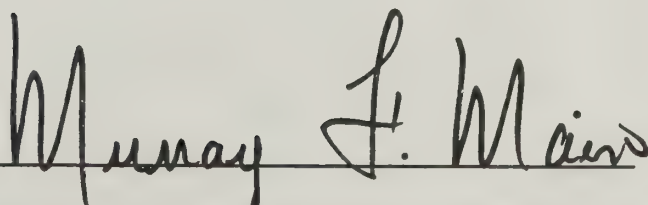
CITY CLERKS

SUBJECT:

No. 15 Foster Street - Request for a Reserved Permit Parking Space for a Disabled Resident. [TEC-17-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Foster Street commencing at a point 180 feet west of Ferguson Avenue South and extending to a point 25 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Kathleen Diletti, 15 Foster Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

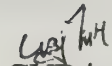
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Kathleen Diletti, 15 Foster Street, that a "Permit Parking" regulation be implemented on the north side of Foster Street in front of her home since his wife is disabled.

Foster Street has a 22 foot pavement width, and presently, parking is prohibited on the south side and there is a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled resident's homes. One requirement is that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Mrs. Diletti possesses a valid disabled permit. An investigation has revealed that there is no available off-street parking on the private property. Therefore, the Traffic Department concurs with the request.


CVB/ca



CR-2/S
572a&b

E-3/S
601

E-3/S
1104

E-3

E-3/S
1104

E-3

D

QUEEN VICTORIA
PUBLIC SCHOOL

A

E-3

E

FOSTER ST

D

E-3

ST ELIZABETH'S
NURSING HOME

ARKLEDUN

E/S-136

C/S-154a

A

CLAREMONT

A

CONCESSION

ACCESS

A

C

AVENUE

CITY OF HAMILTON
- RECOMMENDATION -

2(BXiXl)

DATE: 1993 January 18

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

JAN 22 1993

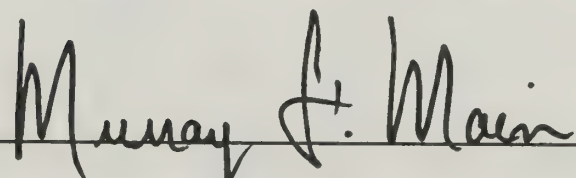
CITY CLERKS

SUBJECT:

No. 175 Ferrie Street East - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-11-93)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Ferrie Street East commencing at a point 68 feet west of Ferguson Avenue North and extending to a point 23 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Kathleen Wintemute, No. 175 Ferrie Street East; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

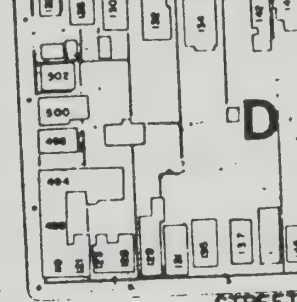
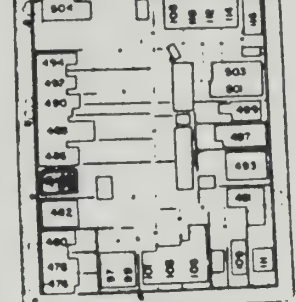
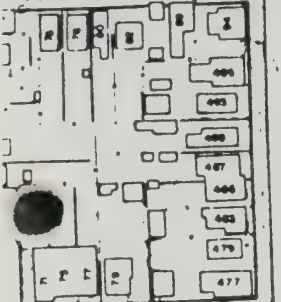
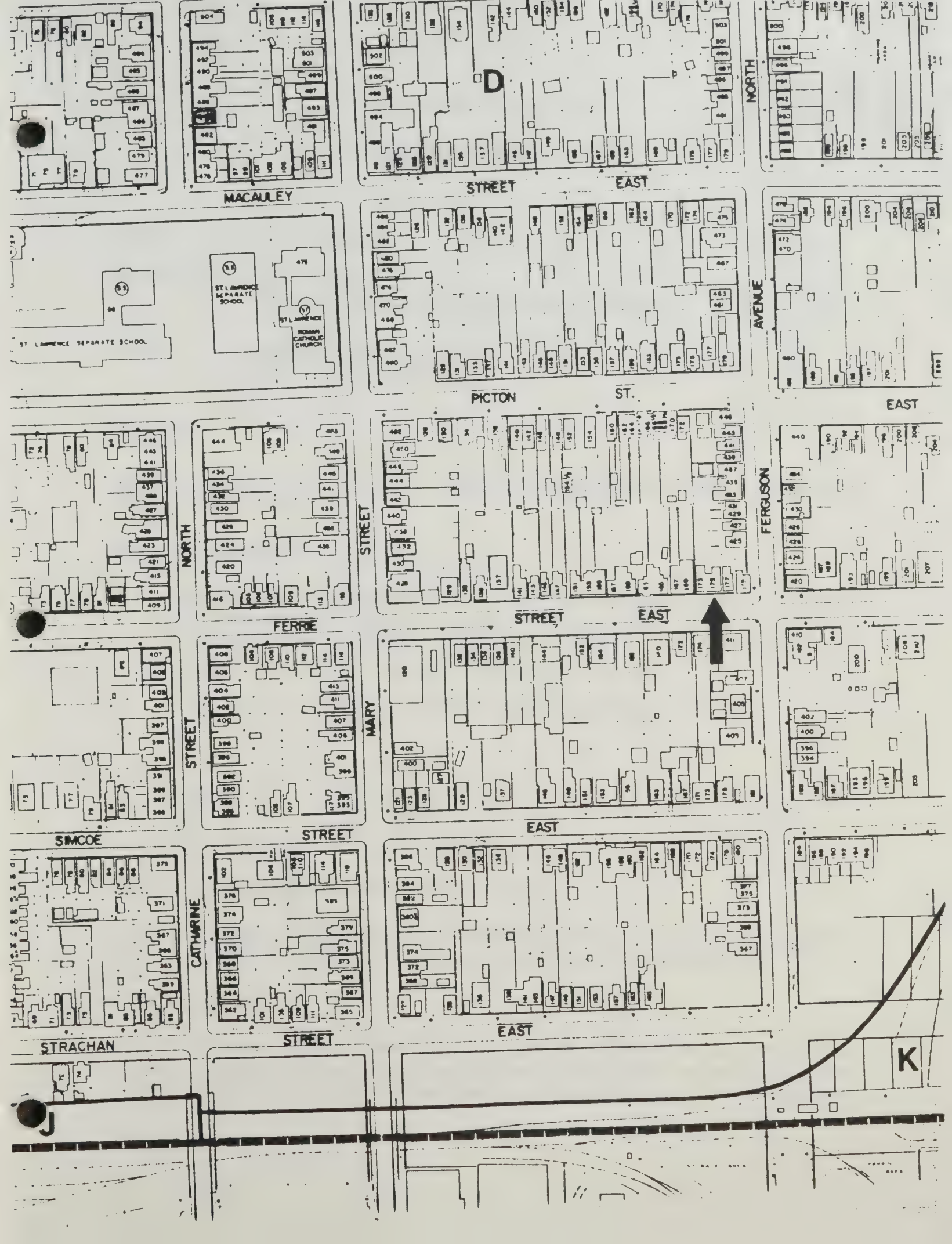
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Wintemute, No. 175 Ferrie Street East, that a reserved "Permit Parking" space be designated on the north side of Ferrie Street East directly in front of her home since she is disabled.

Ferrie Street has a 26 foot pavement width, and presently, there is unrestricted parking on the north side and a parking prohibition on the south side of the street in this area. City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possesses a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Wintemute possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

7-1 CBY
MT/CVB/ks



26Xixm)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 18

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

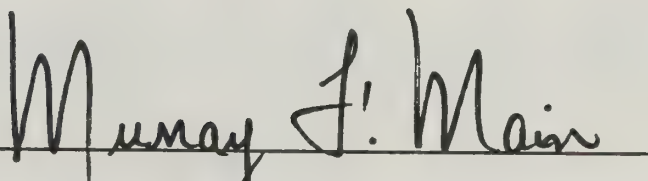
CITY CLERKS

SUBJECT:

Park Street South between Robinson Street and Charlton Avenue West - Loading Zone Revision. (TEC-15-93)

RECOMMENDATION:

- a) That the existing "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Park Street South which commences at a point 101 feet south of Robinson Street and extends to a point 40 feet southerly therefrom be revised, such that the regulation will be in effect Monday to Friday; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

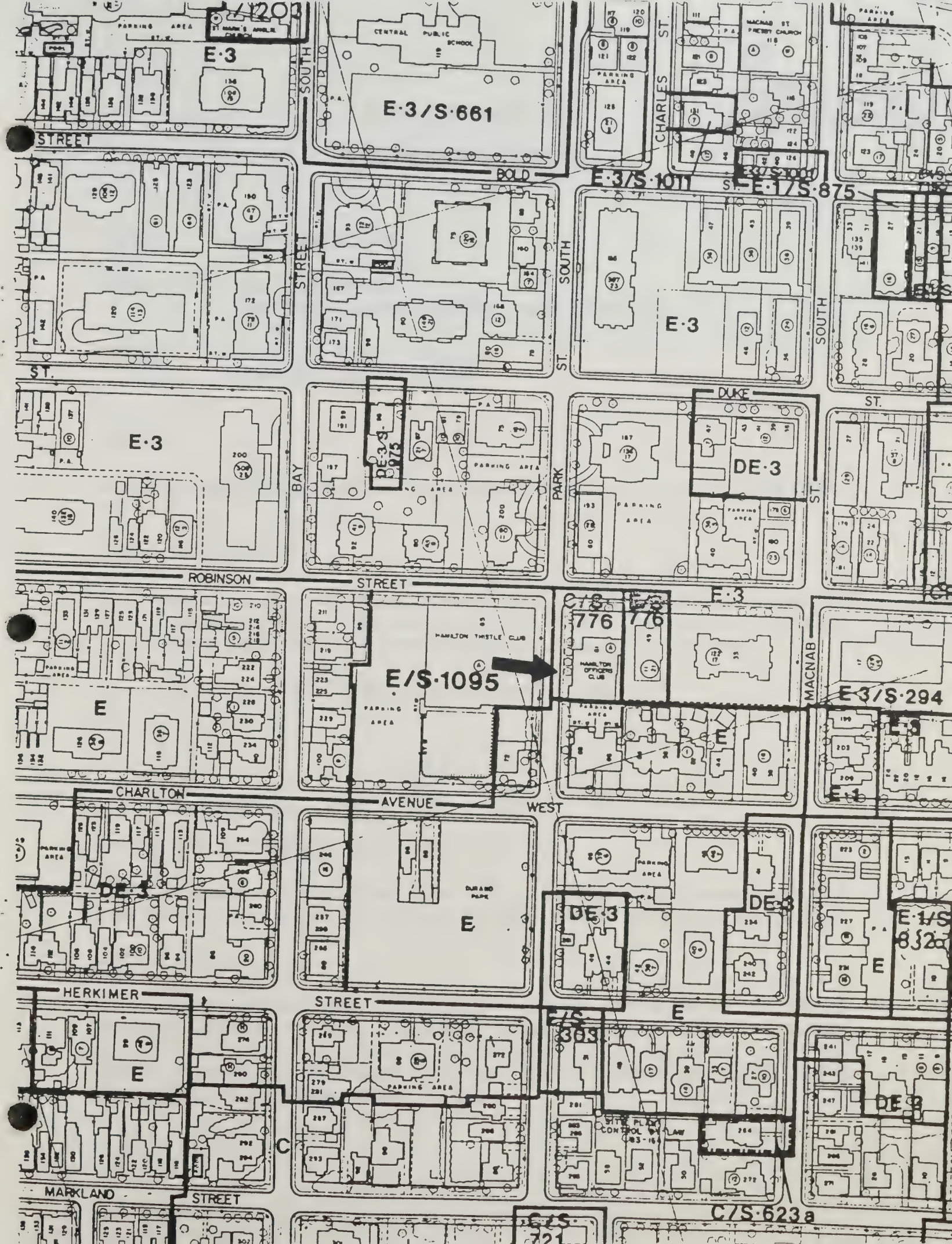
BACKGROUND:

The Traffic Department has received a request from Mr. Moore, Royal Hamilton Military Institute, 61 Park Street South, that the existing loading zone on the east side of Park Street South directly in front of the institute be revised such that parking is available on Saturdays.

Park Street South has a 30 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street as well as the above-mentioned loading zone on the east side of the street in this block.

Mr. Moore has advised that the loading zone is no longer required on Saturdays. The revised regulation would restore one on-street parking space during business hours on Saturdays and this space would be controlled by a three-hour parking time limit. Therefore, the Traffic Department concurs with the request.

hm CJB
HM/CVB/ks



2(b)(1)(n)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 18

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

JAN 22 1993

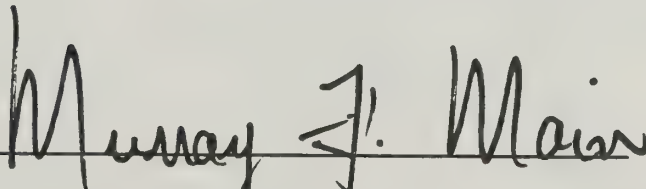
CITY CLERKS

SUBJECT:

School Bus Loading Zone on Acadia Drive Adjacent to St. Jean de Brebeuf School. (TEC-210-92)

RECOMMENDATION:

- a) That the existing School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Acadia Drive, commencing at a point 24 feet south of Butler Drive and extending 400 feet southerly be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

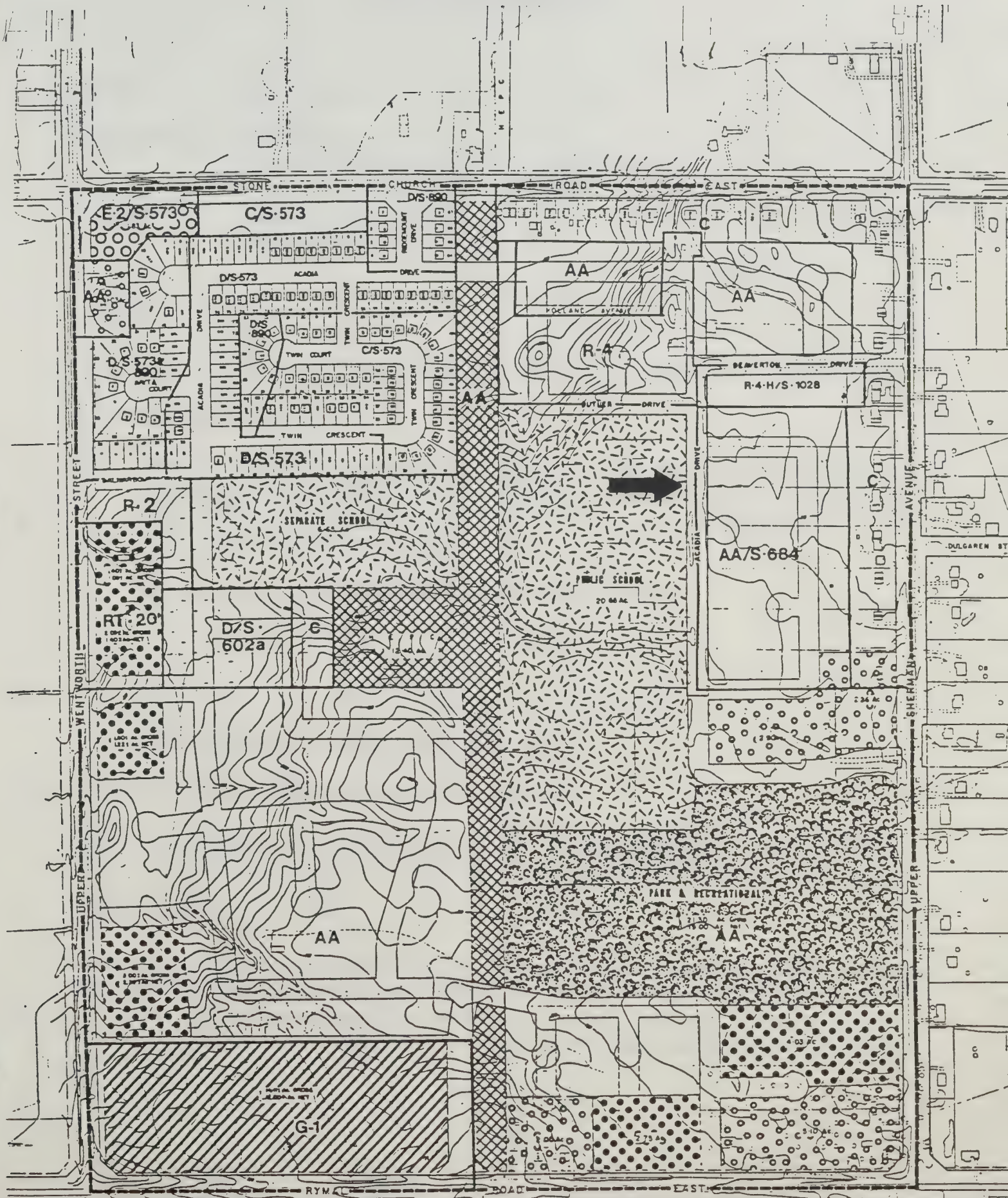
Sufficient funds have been provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, installing, removing and maintaining the required signs.

BACKGROUND:

As a result of a request from the Hamilton-Wentworth Regional Police, the City of Hamilton installed a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Acadia Drive adjacent to G.T. Vanier School in 1985. In 1986, the Transport and Environment Committee approved the extension of the School Bus Loading Zone to accommodate additional buses.

At this time the current school, St. Jean de Brebeuf has requested that this restriction be removed as there is no need for school buses to stop at the curb adjacent to the school. This activity is now occurring on-site, at the rear of the building. The Traffic Department concurs with this request, and in accordance with the general By-law provision will install a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation to allow loading/unloading by all vehicles in front of the school.

^{7/12}
TA/MH/ks



2(BXiXo)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 04

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

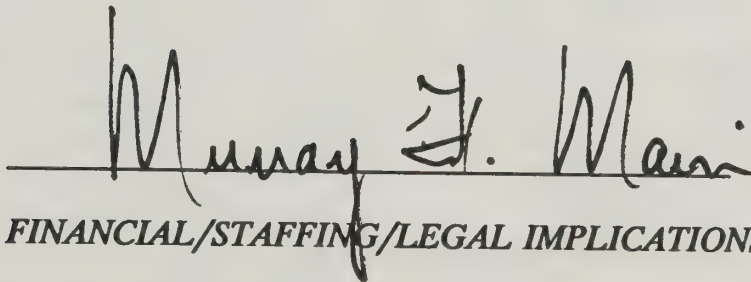
SUBJECT:

CITY CLERKS

School Bus Loading Zone on Colcrest Street adjacent to St. Agnes School. (TEC-274-92)

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Colcrest Street commencing at a point 118 feet east of the east curb line of Seabrooke Drive and extending to a point 40 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

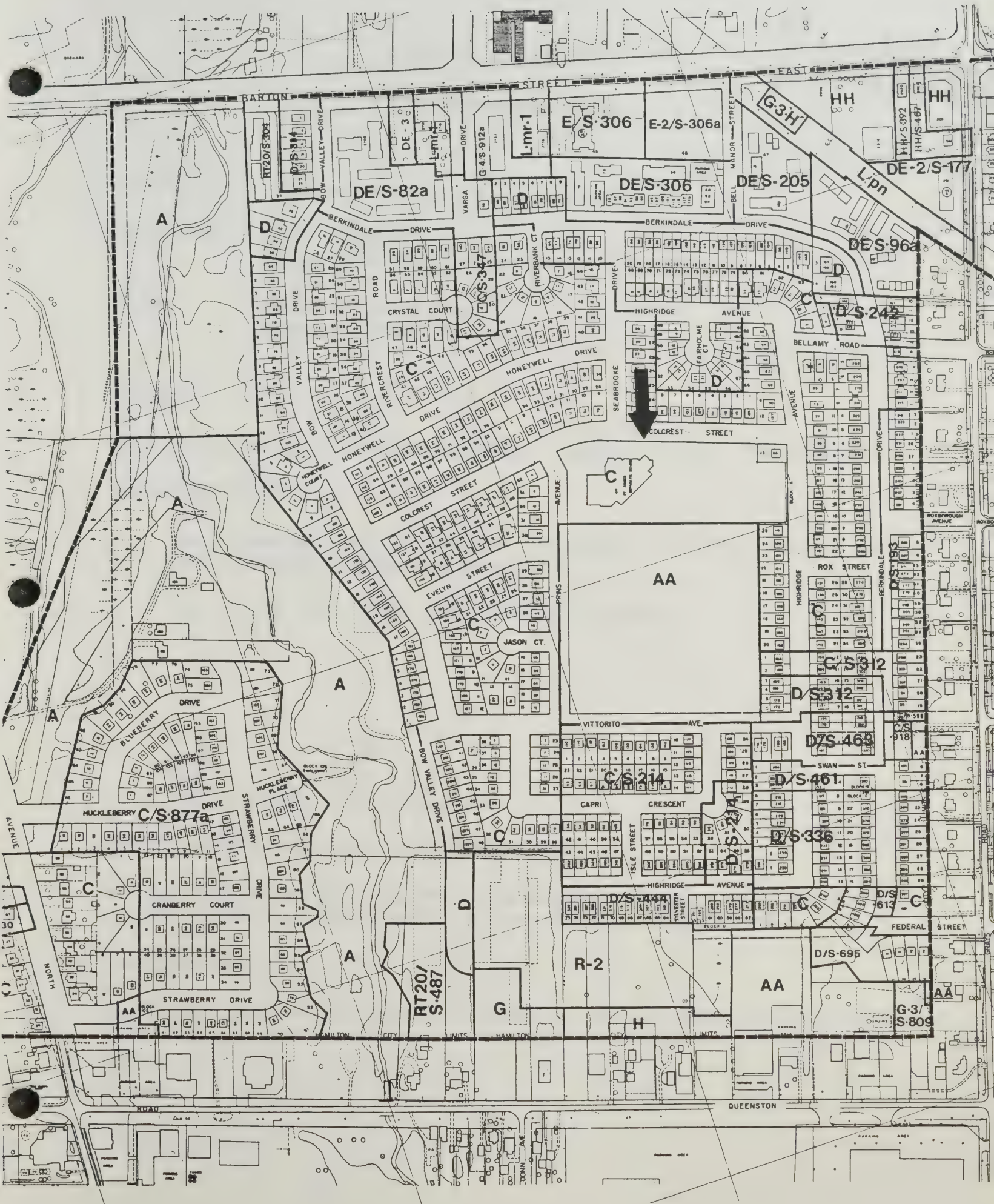
Sufficient funds have been provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of St. Agnes School (Mr. Chris D'Arcy) has request that a School Bus Loading Zone be provided on Colcrest Street to allow a bus to load and unload children in front of the school. There is one school bus which services the school and through discussion between Traffic Department staff and the Principal, the recommended location was mutually agreed upon.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Colcrest Street in this area, thus there will be no impact with respect to parking on the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Colcrest Street, the Traffic Department concurs with the request.

TA/MH/ks



CITY OF HAMILTON
- RECOMMENDATION -

2(BX11)(A)

DATE: 1992 December 17

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

JAN 22 1993

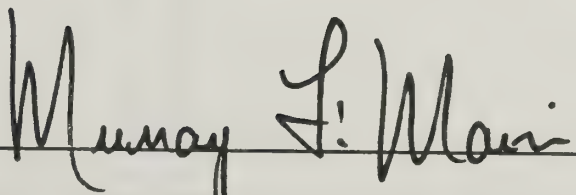
CITY CLERKS

SUBJECT:

Intersection of Eva Street and Eaglewood Drive - Intersection Control. (TEC-275-92)

RECOMMENDATION:

- a) That northbound traffic on Eva Street be required to stop for eastbound and westbound traffic on Eaglewood Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

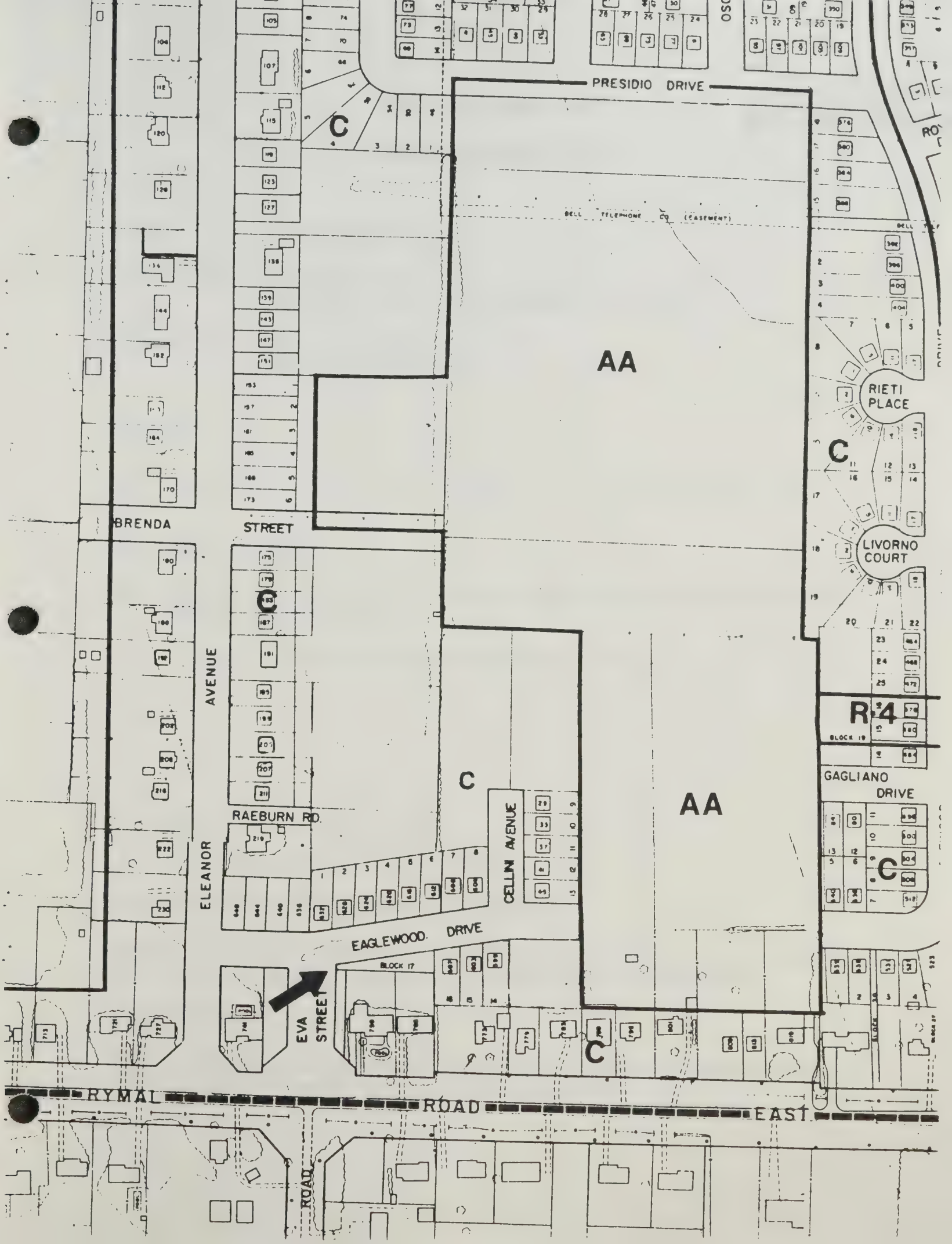
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Mike Stephenson, 37 Cellini Avenue, that stop control be implemented at the intersection of Eva Street and Eaglewood Drive.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. This is an excellent collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Eva Street be required to stop for eastbound and westbound traffic on Eaglewood Drive.

HM/MB/ks
HM/MH/ks



PRESIDIO DRIVE

BELL TELEPHONE CO. (EASEMENT)

AA

RIETY PLACE

LIVORNO COURT

R4

BLOCK 19

GAGLIANO DRIVE

AA

BRENDA STREET

ELEANOR AVENUE

RAEBURN RD.

C

CELLIN AVENUE

EAGLEWOOD DRIVE

BLOCK 17

EVA STREET

C

RYMAL ROAD EAST

2 (Brix)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 30

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

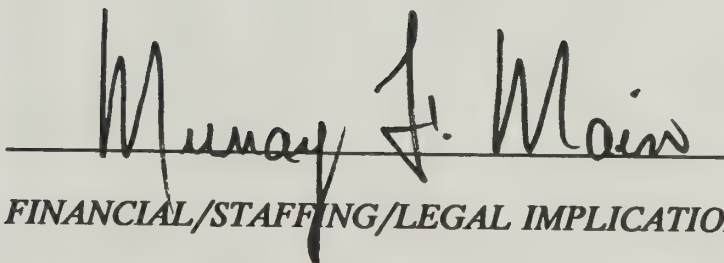
CITY CLERKS

SUBJECT:

Intersection of Edgevale Road and Paradise Road North - Intersection Control. (TEC-279-92)

RECOMMENDATION:

- a) That four-way stop control be implemented at the intersection of Edgevale Road and Paradise Road North; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:


Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

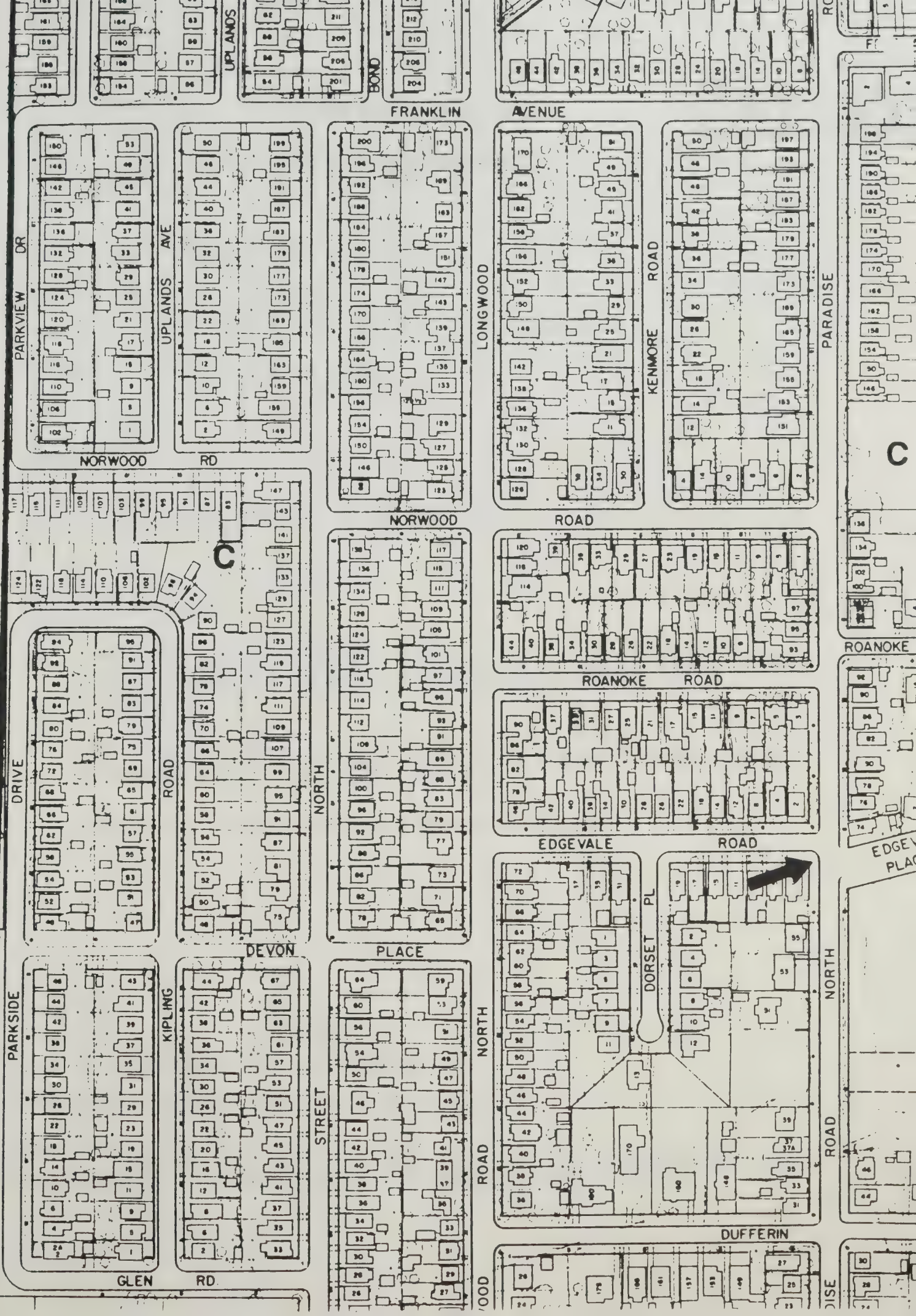
BACKGROUND:

Alderman Mary Kiss has advised of a request that all-way stop control be implemented at the intersection of Edgevale Road and Paradise Road North.

The subject intersection is an off-set four-leg intersection, and presently, northbound and southbound traffic on Paradise Road North is required to stop for eastbound and westbound traffic on Edgevale Road. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. This is an excellent collision record for this type of intersection.

Notwithstanding, the Traffic Department has confirmed that there is a visibility obstruction due to the configuration of the intersection, and therefore, the Traffic Department concurs with the request and recommends that all-way stop control be implemented at this location.


CVB/MH/ks



26XiiiXa)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 16

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

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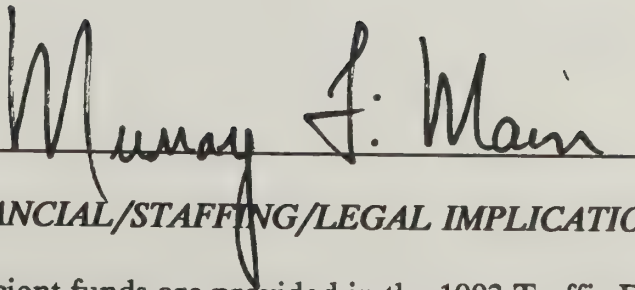
SUBJECT:

CITY CLERKS

Intersection of Goulding Avenue and San Pedro Drive - Intersection Control/Corner Clearance. [TEC-273-92]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the west side of Goulding Avenue commencing at San Pedro Drive and extending to a point 73 feet northerly therefrom; and
- b) That no action be taken on the request for all-way stop control at the intersection of Goulding Avenue and San Pedro Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Ross and Alderman Frank D'Amico have submitted a petition signed by several area residents requesting that four-way stop control be implemented at the intersection of Goulding Avenue and San Pedro Drive.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on San Pedro Drive is required to stop for northbound and southbound traffic on San Diego Court/Goulding Avenue. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. This is a good collision record for this type of intersection.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted four-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic and unwarranted stops signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

For the above-noted reasons, the Traffic Department does not support the request for four-way stop control at the intersection of San Pedro Drive and San Diego Court/Goulding Avenue.

Notwithstanding, an investigation has revealed that the stop signs are well located and readily visible. However, visibility at the intersection is obstructed to some degree by parked vehicles on the west side of Goulding Avenue, north of San Pedro Drive. Therefore, the Traffic Department recommends that a corner clearance be implemented on the west side of Goulding Avenue, north of San Pedro Drive.

^{1/11/11}
CVB/ca



CHEDOKÉ EXPRESSWAY (HWY No. 403)

AA

SCENIC DRIVE

AA

B

B1

SCENIC DRIVE

B

B2

B1

AA

FERNANDO DRIVE

DRIVE

C

B2

B1

GRECO DRIVE

SAINT MARINO CRESCENT

B

B1

B2

DRIVE

C

AA

AA

AA

STREET

DE

S-338

S-412

CHOCOMA CT

26XiiiXb

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 4

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

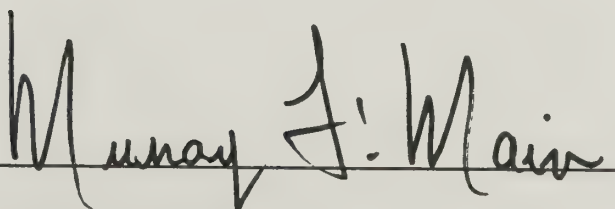
SUBJECT:

CITY CLERKS

West side of Sherman Avenue South, north of Cumberland Avenue - Corner Clearance
[TEC-01-93]

RECOMMENDATION:

- (a) That parking be prohibited on the west side of Sherman Avenue South between Cumberland Avenue and a point 105 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1993 Traffic Department budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The resident at the north-west corner of Cumberland and Sherman has requested that a parking prohibition be implemented on the west side of Sherman along the flankage of her home in order to facilitate driveway movements. Sherman Avenue has a 29-foot pavement width, and presently, there is unrestricted parking on both sides of the street.

The requested parking prohibition would no doubt improve driveway movements, but would also facilitate turning movements at the intersection of Cumberland and Sherman. The requested regulation is also consistent with the Traffic Department policy to remove parking from one side of narrow streets such as this. All of the abutting residents have off-street provided such that no parking difficulties would be anticipated. Therefore, the Traffic Department concurs with the request.

JWH
MH/jd



AVE

AVE

DELAWARE

AVE

D

BLURIS ST

C

SOUTH AVE

FARLEIGH CRES

HOLYON

EASTBOURNE

BLVD

CLAIR

ST

AVENUE

SHERMAN

CUMBERLAND

AVENUE

C

J

J

CANADIAN

NATIONAL

RLWY

A

A

SHERMAN

ACCESS

MOUNTAIN

BROW

Zoixixy

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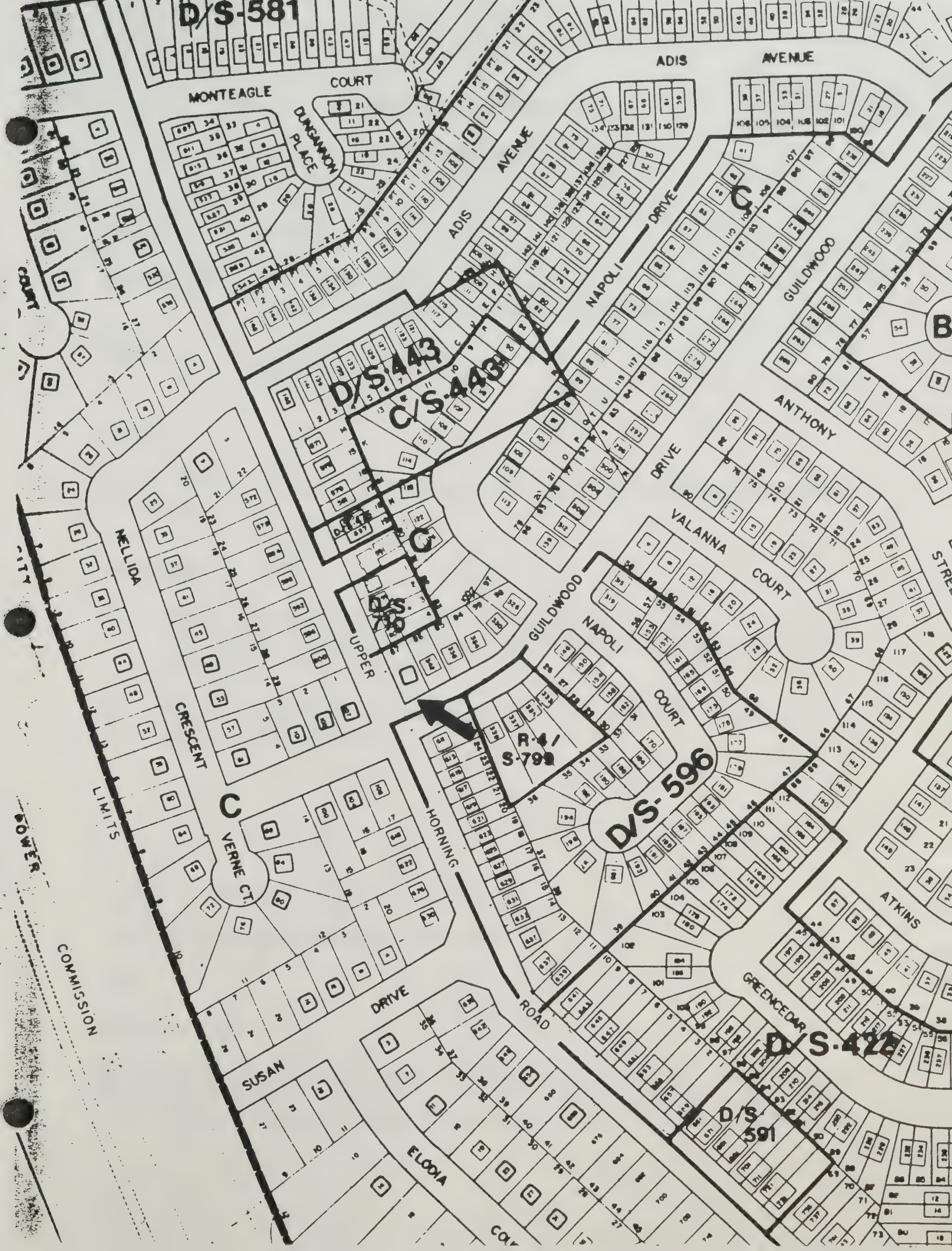
JAN 22 1993

The Traffic Department has received a concern from Mr. Guy St. James, 16 Valanna Court, regarding the need for a corner clearance at the intersection of Upper Horning Road and Guildwood Drive.

Guildwood Drive has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The Traffic Department has confirmed that parked vehicles on both sides of Guildwood Drive, east of Upper Horning Road do obstruct turning movements at this intersection to some degree. Therefore, the Traffic Department concurs with the request for a corner clearance.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space. However, since virtually all residents have available off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB
CVB/ca



2(B)(iv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 8

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

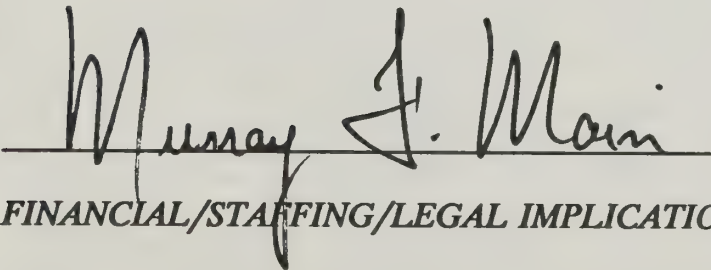
CITY CLERKS

SUBJECT:

No. 336 Victoria Avenue North - Discharge of Residential Boulevard Parking Agreement.
[TEC-04-93]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 197126 C.D. to the property at No. 336 Victoria Avenue North be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In 1981, the Traffic Department approved an application by the owner of the property at No. 336 Victoria Avenue North to allow one vehicle to be parked partially on the boulevard in front of this single family dwelling. The agreement was completed and registered in the

Land Registry office by the owner of the property on 1981 September 08.

The Lawyer representing the owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged since Victoria Avenue North is now a Regional road and residential boulevard parking agreements are not required on Regional roads. Therefore, the Traffic Department concurs with this request.

cc: Ms. Patrice Noe Johnson, City Solicitor

CVB
CVB/ca

CANADIAN

NATIONAL

BRIDGE

STREET

STEEL COMPANY OF CANADA
CANADA WORKS

K

SITE PLAN CONTROL
BY LAW No 90-285

D

H/S
940

H

D/S-1035
NORTH
D/S-437a

D/S-172a

BARTON

H7
S-100a

WEST AVENUE
PUBLIC SCHOOL

NORTH

AVENUE

HH/
S-1191

G-3

E

E/S-888a

AVENUE

ROBERT

STREET

AVENUE

VICTORIA

D/S-881a

2(B)(V)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 18

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 22 1993

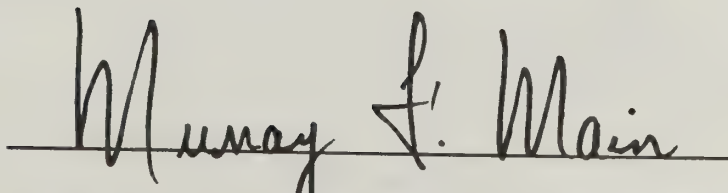
CITY CLERKS

SUBJECT:

Neighbourhood Watch Program for the Blakely Neighbourhood. (TEC-09-93)

RECOMMENDATION:

- a) That the Blakely Neighbourhood be designated as a Neighbourhood Watch Area; and
- b) That Neighbourhood Watch signs for the Blakely Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That the necessary funds be charge to account No. CH-55301-75030 (Neighbourhood Watch Program).



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs is \$1,123.50 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately \$2,876.50.

BACKGROUND:

The Regional Police Department has confirmed that the Blakely Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, the Traffic Department concurs with this request.


MT/CVB/ks



CITY OF HAMILTON
- RECOMMENDATION -

2(c)(i)

DATE: 1993 January 20
T103 03 (247) J. K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Rescind Alley Closure: North of Fennell Avenue
Between East 26th Street and East 27th Street (R-93-10)

RECOMMENDATION:

That Item 40, of the 14th Report of the Transport and Environment Committee, adopted by City Council on August 29, 1989, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1980, on behalf of C. Lam Lew, for an order closing the unassumed North/South Alley from Fennell Avenue East to 30.10m Northerly, Between East 26th Street and East 27th Street, be rescinded in its entirety.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

-Page 2-
January 20, 1993

**Rescind Alley Closure
Fennell between East 26th and East 27th**

cont'd...

BACKGROUND:

On June 30, 1988 C. Lam Lew initiated closure, through application with this Department, of the unassumed North/South Alley from Fennell Avenue East to 30.10m Northerly between East 26th Street and East 27th Street. On August 29, 1989, Council directed the City Solicitor to make application to a County Court Judge for an order to stop up and close the above noted portion of the alley.

On October 5, 1992, the Law Department informed the applicant's solicitor that they would be recommending that the Council resolution for closure be rescinded, as the applicant had made no further attempt to complete the closure process.

On December 17, 1992 the Law Department requested that this Department submit a report to your Committee recommending that the alley closure resolution be rescinded. It would appear that the applicant does not intend to pursue this closure and, therefore, this Department is in agreement with the Law Department that the Council resolution be rescinded.

 JKC:

cc: Alderman, T. Anderson
cc: Alderman, H. Merling
cc: A. Zuidema, Law Department
cc: M. Watson, Property Department

CITY OF HAMILTON
- RECOMMENDATION -

2(c)(ii)

DATE: 1993 January 20
T103-03 (204) J. K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Rescind Alley Closure: First Alley North of Main
Street Between New Street and Strathcona Avenue (R-93-12)

RECEIVED

JAN 22 1993

RECOMMENDATION:

That Item 15, of the 1st Report of the Transport and Environment Committee, adopted by City Council on January 13, 1987, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1980, on behalf of Mor Car Wash Systems, for an order closing the East Part of the First Alley North of Main Street between New Street and Strathcona Avenue, from the North South alley to 11.07m easterly, on October 8, 1986, be rescinded.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

-Page 2-
January 20, 1993

**Rescind of Alley Closure
Mor Car Wash Systems**

cont'd...

BACKGROUND:

Mor Car Wash Systems initiated closure of the East Part of the First Alley North of Main Street between New Street and Strathcona Avenue, from the North South alley to 11.07m easterly on October 8, 1986. On January 13, 1987, Council directed the City Solicitor to make application to a County Court Judge for an order to stop up and close the requested portion of the alley.

The Law Department informed the applicant's solicitor that the file was in abeyance and that failure to communicate his intentions with regards to the closure would result in the Law Department recommending that the Council resolution for closure be rescinded.

On December 30, 1992 the Law Department requested this Department submit a report to your Committee recommending that the alley closure resolution be rescinded. It would appear that the applicant does not intend to pursue this closure and, therefore, this Department is in agreement that the Council resolution be rescinded.

 JKC:

cc: Alderman, M. Kiss
cc: Alderman, T. Cooke
cc: A. Zuidema, Law Department
cc: M. Watson, Property Department

CITY OF HAMILTON

- RECOMMENDATION -

2(cXiii)

DATE: 1993 January 21
T103 03 (258) J. K. Clairmont


REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Rescind Alley Closure:
Rear of 640 Upper James Street (R-93-11)

RECOMMENDATION:

That Item 17, of the 19th Report of the Transport and Environment Committee, adopted by City Council on November 28, 1989, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1980, on behalf of Rinberto Construction Limited, for an order closing a portion of the unassumed alley south of Fennell Avenue West, at the rear of 640 Upper James Street, from two feet south of the north property line, to the north property line of 642 Upper James Street, be rescinded.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

-Page 2-
January 21, 1993

**Rescind Alley Closure:
640 Upper James Street**

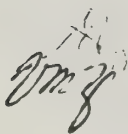
cont'd...

BACKGROUND:

Rinberto Construction Limited initiated closure of the alleyway at the rear 640 Upper James Street on January 27, 1989. On November 28, 1989, Council directed the City Solicitor to make application to a County Court Judge for an order to stop up and close a portion of the unassumed alley south of Fennell Avenue West, at the rear of #640, from two feet south of the north property line, to the north property line of 642 Upper James.

On October 7, 1992, the Law Department informed the applicant's solicitor that the file had been in abeyance since September 26, 1991. The applicant's solicitor was further informed that failure to communicate his intentions with regards to the closure within a month's time would result in the Law Department recommending that the Council resolution for closure be rescinded.

On December 16, 1992 the Law Department requested that this Department submit a report to your Committee recommending that the alley closure resolution be rescinded. It would appear that the applicant does not intend to pursue this closure and, therefore, this Department is in agreement with the Law Department that the Council resolution be rescinded.

 JKC:

cc: Alderman, F. D'Amico
cc: Alderman, D. Ross
cc: A. Zuidema, Law Department
cc: M. Watson, Property Department

2(c)(iv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 18
T103-03 (297) J.K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Walkway Closure: Janet Court (R-93-09)

RECEIVED

JAN 22 1993

CITY CLERKS

RECOMMENDATION:

- i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law for the stopping-up and closing of the public walkway in the Kentley Neighbourhood, between 71 and 75 Janet Court;
- ii) That the Commissioner of Transportation/Environmental Services be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1990, of City Council's intention to pass the By-law;
- iii) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;
- iv) That the Commissioner of Transportation/Environmental Services register a reference plan under the Registry Act, to delineate the manner in which the closed lands are to be distributed to the abutting owners;
- v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Act;
- vi) That an easement be provided in favour of the Region for the existing storm sewer and catch basin within the walkway right-of-way.

Cont'd...

Janet Court Walkway Closure

Cont'd...

- vii) That upon enactment of the By-law to close the walkway, Landmart Building Corp., owner of Eastgate Heights, be relieved of the obligation of constructing the walkway from the west limit of the plan of subdivision to Eastgate Court.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The subject public walkway was designated in the Kentley Neighbourhood in 1987, as part of a revision to the approved Neighbourhood Plan.

Since the walkway is in an approved neighbourhood plan, the closure request presented by Alderman Agostino, was first considered by the Planning and Development Committee. A public meeting was held on September 10, 1992 to discuss the proposed walkway closure. In attendance were the two Ward Aldermen, nine area residents and staff from the Planning and Development Department.

As a result of the public meeting of September 10, 1992, the Planning and Development Committee at its meeting of September 23, 1992, recommended that the Kentley Neighbourhood Plan be amended by deleting the walkway between Nos. 71 and 75 Janet Court.

On October 19, 1992 the Transport and Environment Committee directed staff to investigate and proceed with the closure and disposal of the walkway lands.

cont'd...

-Page 3-
January 18, 1993

Janet Court Walkway Closure

cont'd...

A staff investigation by this Department revealed that the subject walkway is concreted, and fenced on both sides to the easterly limits of the abutting properties on Janet Court. The cost for removal of the concrete and fence will be the responsibility of the respective purchasers of the property.

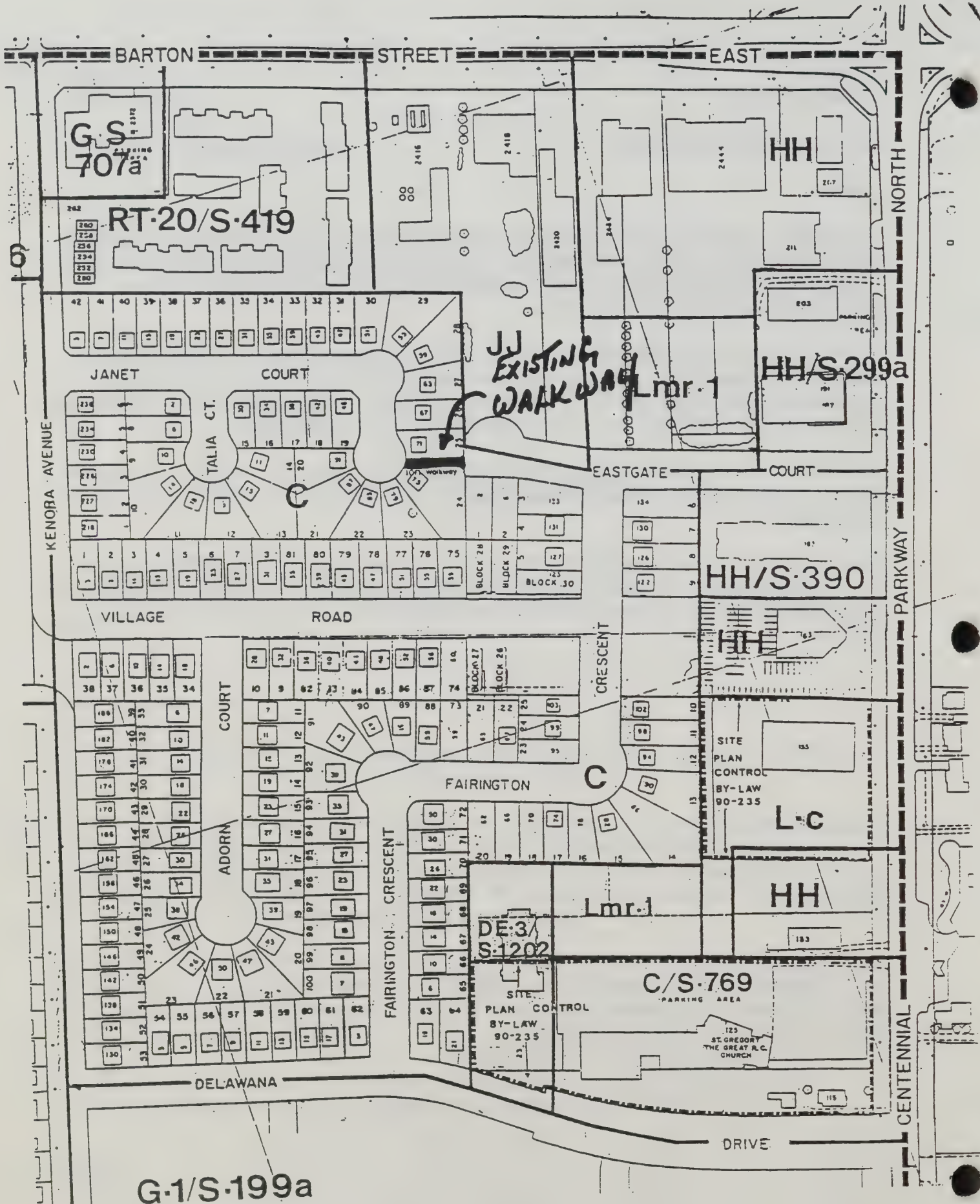
The extension of the walkway further eastward to Eastgate Court had previously been postponed by this Department, pending the final decision of Council on this closure application. The requirement for the owner of Eastgate Heights subdivision to construct this remaining portion of the walkway should therefore be rescinded.

The Environmental Services Department indicates that there is an existing storm sewer and catch basin in the closure area and that an easement will be required in favour of the Region.

Based on the research material and public information supplied, by the Planning and Development Department, this Department is not opposed to this application. We recommend that the walkway be closed and disposed of in accordance with Council policy.

 JKC:

cc: Alderman D. Agostino
cc: Alderman F. Eisenberger
cc: A. Zuidema, Law Department
cc: D. W. Vyce, Director of Property
cc: V. J. Abraham, Director of Local Planning



Existing Walkway
Kentley Neighbourhood

2(LXV)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 18
M. Preston T103-37

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
Volunteer Centre of Hamilton (R-93-07)

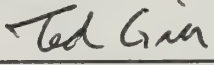
RECEIVED

JAN 22 1993

CITY CLERKS

RECOMMENDATION:

That the application of L. Weaver, agent for the Volunteer Centre of Hamilton and District (206-627 Main Street East, Hamilton L8M 1J5), to display a promotional banner across Main Street West in front of City Hall from April 17, 1995 to April 24, 1995, with the message "Volunteers - The Heart of Hamilton", be approved.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Volunteer Centre of Hamilton and District to erect a promotional banner over Main Street West in front of City Hall from April 17, 1995 to April 24, 1995.

The policy guidelines and conditions as approved by Council on October 29, 1985 and January 13, 1987 will apply to this application. This application is being presented to your Committee because the organization has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

 MJP:

cc: D. Lobo, Director, Public Works Department

2(cXvi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: January 20, 1993

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

- a) That the City lands be incorporated into the street noted in Schedule "A";
- | | | |
|------------------|---------|----------------|
| Upper Wentworth | Part 12 | Plan 62R-11311 |
| Towercrest Drive | Part 1 | Plan 62R-12227 |
- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd

- page 2 -
January 20, 1993

Cont'd

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Upper Wentworth Street	Part of Lots 8 & 9 Con. 1 (former geographic Town- ship of Glanford) designated as Part 12, Plan 62R-11311	N/A	To provide access & hook-up between Upper Wentworth Street (as estab- lished by By-Law No. 92-255) and Upper Wentworth Street, Plan 62M-721	S718-72
Towercrest Drive	Part of Lot 13, Concession 7 (former geographic Township of Barton) designated as Part 1, Plan 62R-12227	N/A	To provide access from Upper Well- ington Street to Towercrest Drive as dedicated on a soon to be registered plan of subdivision to the north (commonly known as Primecan Estates).	S716-33

cb:HS
Encl.

cc: Mr. F. Angelici, Planning Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

**TO INCORPORATE PART 12, 62R-11311
UPPER WENTWORTH STREET**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Upper Wentworth Street by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Wentworth Street.

Part of Lots 8 & 9 Concession 1 (former geographic Township of Glanford) designated as Part 12, Plan 62R-11311.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1993.

City Clerk

Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

**TO INCORPORATE PART 1, 62R-12227
TOWERCREST DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Towercrest Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Towercrest Drive.

Part of Lot 13, Concession 7 (former geographic Township of Barton) designated as Part 1, Plan 62R-12227.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1993.

City Clerk

Mayor

26Xvii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 19
S723-45 M.J. Inrig

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. E. M. Gill, P.Eng.
Senior Director
Roads Department

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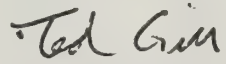
JAN 22 1993

CITY CLERKS

SUBJECT: Bell Canada Servicing in the "Wheten Court" Subdivision (R-93-08)

RECOMMENDATION:

- a) That the Mayor and City Clerk be authorized and directed to execute a "Letter of Understanding" agreement with Bell Canada which requires the City to provide trenches for the installation of underground telephone utilities at the City's cost within the "Wheten Court" subdivision.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under the "Letter of Understanding" agreement with Bell Canada, the City of Hamilton will provide the necessary trenches for the underground telephone cable. The trenching will be performed and paid for under the roadway contract for the subdivision. Sufficient funds are available within the approved contract for the works in this subdivision to do the trenching works.

Cont'd

-Page 2-
1993 January 15

Bell Canada Servicing in the "Wheten Court" Subdivision

Cont'd.....

BACKGROUND:

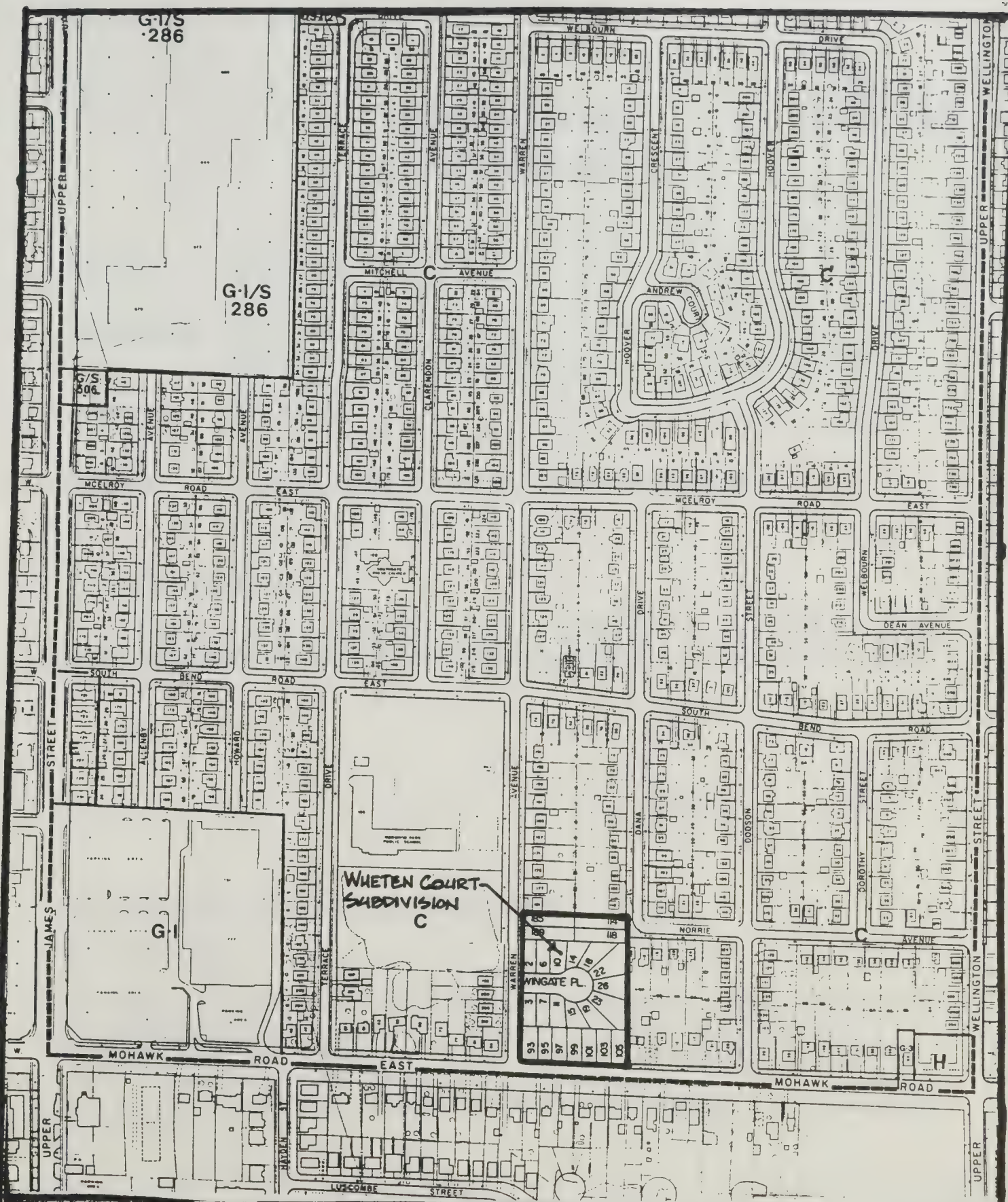
As part of the utility installation required in the "Wheten Court" subdivision, it will be necessary for the City, as the "Owners", to enter into a "Letter of Understanding" agreement with Bell Canada to provide the necessary trenches for the installation of Bell telephone cable at the entire expense of the City.

This report is intended to authorize the City's Signing Officers with authority to execute the "Letter of Understanding" agreement with Bell Canada.

The lands of "Wheten Court" subdivision are located at the north/east corner of Mohawk Road East and Warren Avenue in the Balfour Planning Neighbourhood.

 MJJ: 

cc: M. Watson, Real Estate Division, Property Department
cc: D. Powers, Law Department



KEY PLAN

NTS



BALFOUR

APPROVED PLAN

2(cXviii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 4
T103-11b E. M. Gill

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director, Roads Department

SUBJECT: Bilingual Signing - Provincial Highway System (R-93-06)


RECEIVED

JAN 22 1993

CITY CLERKS

RECOMMENDATION:

That the Ministry of Transportation, Ontario, be advised that The City of Hamilton will be retaining existing street names for all City Streets which intersect with the Provincial Highway System.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

The Ministry of Transportation will soon be modifying signing on Highway 403 and the Queen Elizabeth Way to conform to a bilingual or symbolized format within the boundaries of the City of Hamilton. Ministry staff have requested that the City advise whether or not there are any changes forthcoming to the names of City Streets which intersect with these highways. Staff recommend that no changes be made to the existing street names.

EMG

CITY OF HAMILTON

- RECOMMENDATION -

2 (10)

DATE: 1993 January 13

RECEIVED

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

JAN 13 1993

FROM: P. Noé Johnson
City Solicitor

CITY CLERKS

SUBJECT: Local improvements of sidewalks on Upper Sherman
Avenue - \$6,200.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalks on Upper Sherman Avenue approx. 35m north of Limeridge Road to approx. 26m northerly.



P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on September 29, 1992, in adopting Item 26 of the 10th Report of the Transport & Environment Committee and Item 3 of the 18th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, December 16, 1992, the Ontario Municipal Board's Order No. E921000 was granted.

:sr
Att.

No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93 -

To Authorize:

1. The construction of local improvements of an independent concrete sidewalk on the east side of UPPER SHERMAN AVENUE approx. 35m north of Limeridge Road East to approx. 26m northerly, as described in Schedule "A";
2. The special assessment to pay a portion of the cost upon petition made under Section 11 of The Local Improvement Act;
3. The preparation of plans, specifications and reports and the supervision of the construction by the Director of Public Works.

WHEREAS a petition has been received to construct as local improvements the works hereinafter described;

AND WHEREAS the City Clerk has certified as to the sufficiency of the said petition;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 26 of the 10th Report of the Transport & Environment Committee and Item 3 of the 18th Report of the Finance & Administration Committee on September 29, 1992;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 16th day of December, 1992, issue Order No. E921000 approving the application of The Corporation of the City of Hamilton for:

- (a) the construction of an independent concrete sidewalk on the east side of Upper Sherman Avenue approx. 35m north of Limeridge Road East to approx. 26m northerly, and,
- (b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures for this purpose in a sum not exceeding \$2,097.60.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$6,200.00.

2. The share or portion of the estimated cost of the works in the amount of \$2,097.60 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.
3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:
 - (a) to the extent sufficient to provide an amount not exceeding \$2,097.60; and,
 - (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.
4. The Director of Public Works is hereby authorized to:
 - (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,
 - (b) supervise construction of the works.
5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1993.

City Clerk

Mayor

(1992) 10 R.T.E.C. 26, September 29
 (1992) 18 R.F.A.C. 3, September 29

SCHEDULE 'A'

The Construction of an independent concrete sidewalk on the east side of UPPER SHERMAN AVENUE approx. 35m north of Limeridge Road East to approx. 26m northerly at the cost not exceeding those set out below:

City's Share	\$ 4,102.40
Owners' Share	<u>2,097.60</u>
Total Estimated cost	<u>\$ 6,200.00</u>

Estimated Cost per metre frontage	\$ 80.00
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Fifteen (15) annual instalments

CITY OF HAMILTON
- RECOMMENDATION -

2(Exi)

DATE: 1993 January 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

RECEIVED

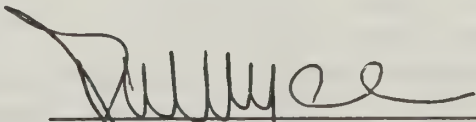
JAN 22 1993

CITY CLERKS

SUBJECT: Option to Purchase Agreement - Roadway Purposes
631 Rymal Road West - Rear Land
Russell and Muriel McCrory
Proposed Extension of Upper Paradise Road

RECOMMENDATION:

- a) That an Option to Purchase Agreement by the City, duly executed by the owners, Russell and Muriel McCrory, on January 19, 1993, and scheduled for closing on or before April 7, 1993, for a portion of land situated in the Regional Municipality of Hamilton-Wentworth, composed of part of Lot 1, Concession 1, having a width of 20.060 metres (65.814 feet) more or less, by a depth of 55.590 metres (182.382 feet) more or less, being irregular in shape and comprising a total area of 0.099 hectares (0.245 acres) more or less, more particularly described as vacant rear land of the property known municipally as 631 Rymal Road West and designated as Parts 7 and 8 on Reference Plan 62R-12388, be approved and completed, and the purchase price of \$29,400 be charged to Account No. CH 5X303 00107 (Reserve for Services Through Unsubdivided Lands).
- b) That as consideration in the amount of \$2 has been paid to the owner pursuant to the agreement, this amount be deducted from the purchase price.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

On October 27, 1992, City Council adopted Item #6 of the 21st Report of the Finance and Administration Committee, thereby authorizing this purchase be financed from Centre No. CH 00107 (Reserve for Services Through Unsubdivided Lands) in order to facilitate the implementation of the amended Carpenter Neighbourhood Plan.

BACKGROUND:

At its meeting of July 20, 1992, the Transport and Environment Committee authorized the Property Department to negotiate the purchase of 643 Rymal Road East in order to facilitate the extension of Upper Paradise Road.

On August 25, 1992, City Council adopted Item #27 of the 9th Report of the Transport and Environment Committee, thereby approving the purchase of 643 Rymal Road West. Included in this recommendation as Item "E" was authorization for the Property Department to proceed to acquire the additional lands needed to complete the roadway from the homeowners of 631 Rymal Road West.

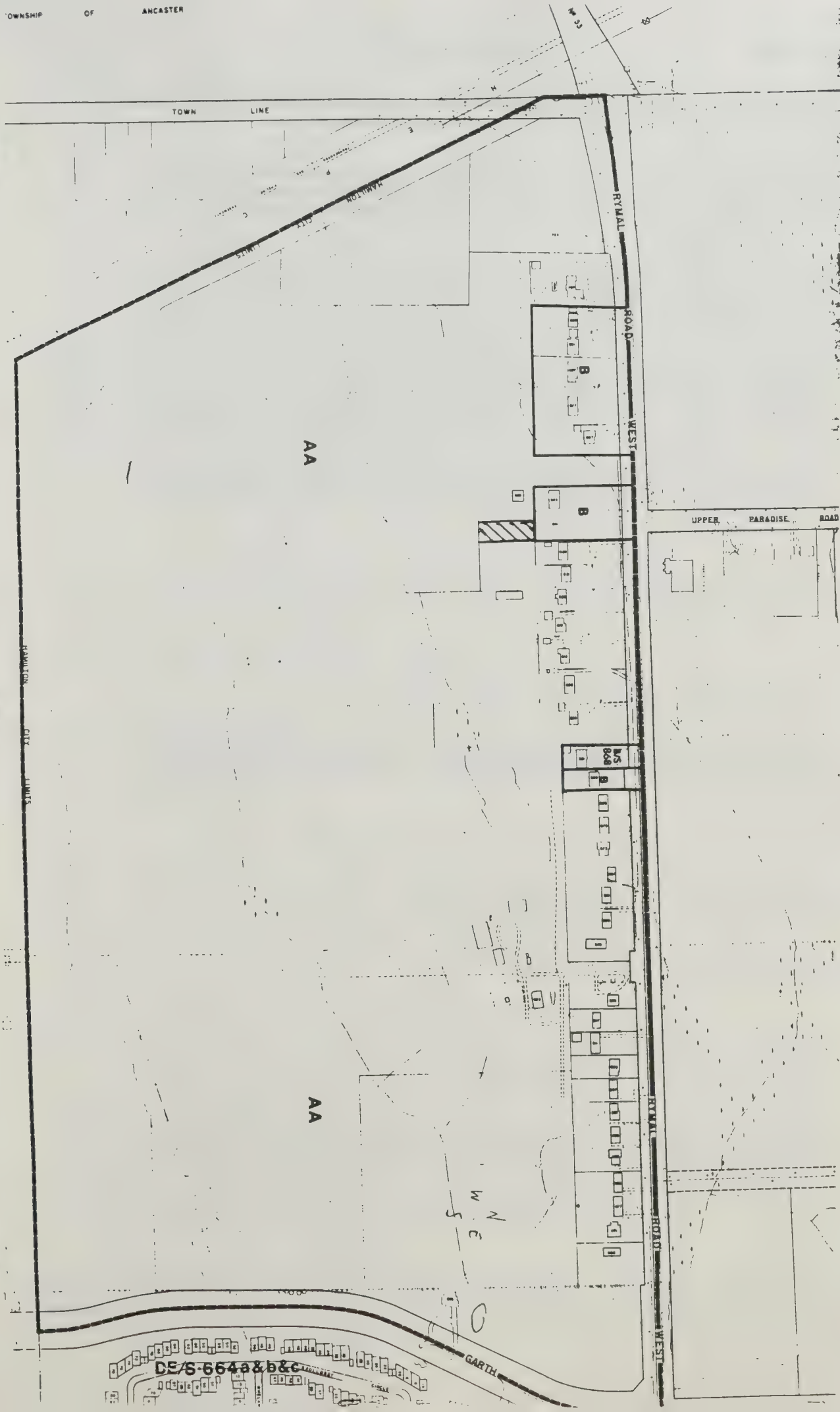
Initial negotiations were not welcome, therefore expropriation for these lands were commenced to insure the proposed development would not be adversely affected. This expropriation was authorized by City Council through its adoption of Item #34 of the 11th Report of the Transport and Environment Committee on October 27, 1992.

In the ensuing time, negotiations have continued and have resulted in this Agreement. If approved, upon closing of this Option to Purchase Agreement, the expropriation procedures will be terminated.

In accordance with standard Municipal Subdivision Policy, all costs for the establishment of the proposed extension of Upper Paradise Road south from Rymal Road West including land, consultant's fees, construction and overhead, will be charged against the 1' Reserves and recovered at the time of development of the abutting lands.

WmM/klb

c.c. P. Noé Johnson, City Solicitor
Allan C. Ross, Treasurer
C. Bandurka, Property Clerk, Surveys, Transportation Services Department
V.J. Abraham, M.C.I.P., Director, Local Planning Division
G. Aston, Director, Programming and Development, Transportation Services
S. Reeder, Secretary, Finance and Administration Committee



Taxes, including Owner's business tax, local improvements, water and sewer rates, etc., to be apportioned and allowed to the date of completion, and no adjustment shall be made for fuel oil.

The Owner agrees to cancel and terminate all insurance pertaining to the said premises, no later than the actual date and time of closing and prior to the grant, conveyance or transfer of ownership and title to the purchaser, said cancellation and transfer shall be at the full cost and expense of the Owner.

Pending completion of the sale arising out of the acceptance of this Option the Owner will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the City may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Option whether accepted or not and have all monies theretofore paid (including the sum paid for the granting of this Option) returned without interest.

The Owner covenants and agrees with the City to do nothing to encumber the said property after the execution of this Option by the Owner prior to the completion or other termination thereof, and agrees that the City may, in the presence of the Owner or his representative inspect the property on the said date of completion, prior to closing the transaction.

It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Any tender or documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

This Option is to be read with all changes of gender or number required by its context.

Time shall be of the essence of this Option and of the contract arising from the acceptance thereof which shall enure to the benefit of and be binding upon the parties hereto, their respective heirs, executors, administrators, successors and assigns.

It is understood and agreed that all costs for the establishment of the proposed extension of Upper Paradise Road south from Rymal Road West including land, consultant's fees, construction and overhead, will be charged against the 1' Reserves and recovered at the time of development of the abutting lands, in accordance with standard City of Hamilton Subdivision Policies.

DATED at Hamilton this 19th day of January A.D., 1993.

SIGNED, SEALED AND DELIVERED
in the presence of

) Russell McCrory (Seal)
) RUSSELL MCCRORY
) Muriel McCrory (Seal)
) MURIEL MCCRORY
) _____ (Seal)

Alex McCrory

The Undersigned Spouse of the Owner hereby consents to the disposition evidenced herein pursuant to the provisions of The Family Law Reform Act, 1978, S.O.1978,c.2, as the same may be amended from time to time.

In consideration of the sum of Two Dollars (\$2.00), (the receipt of which from the City is hereby acknowledged), the Undersigned Spouse of the Owner hereby agrees with the City that he/she will execute all necessary or incidental documents to give full force and effect to the sale evidenced herein.

Year - Month - Day

Witness

Spouse

Date _____
(Seal)

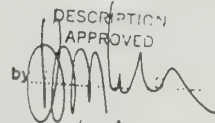
OPTION TO PURCHASE

BETWEEN: RUSSELL McGRORY
MURIEL McGRORY

Hereinafter called "the Owner"
OF THE FIRST PART:

Sharpe, Inglis, Litwiller
Barristers and Solicitors
2121-25 Main Street West
Hamilton, Ontario L8N 3M8
Attention: Mr. Litwiller

ROADS DEPARTMENT
SURVEYS

DESCRIPTION
APPROVED
by 

In care of

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of TWO----- DOLLARS (\$2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 1, Concession 1, in the Township of Glanford, having a maximum width of 20.060 metres (65.814 feet) more or less, by a length of 55.590 metres (182.382 feet) more or less, being irregular in shape and comprising a total area of 0.099 hectares (0.245 acres) more or less, designated as Parts 7 and 8 on Reference Plan 62R-12388, and more particularly described as being rear land of the property known municipally as 631 Rymal Road West.

Forming part of this Option to Purchase are Schedule(s) A attached hereto.

The purchase price of the said property shall be the sum of TWENTY-NINE THOUSAND FOUR HUNDRED----- DOLLARS (\$29,400.00) of lawful money of Canada.

The sum of \$2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

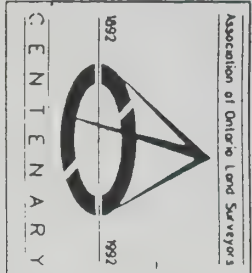
The Option hereby granted shall be open for acceptance by the City up to, but not after, the 16th day of February 1993, and may be accepted by a letter mailed or delivered to the Solicitor at the above address. In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed 45 days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

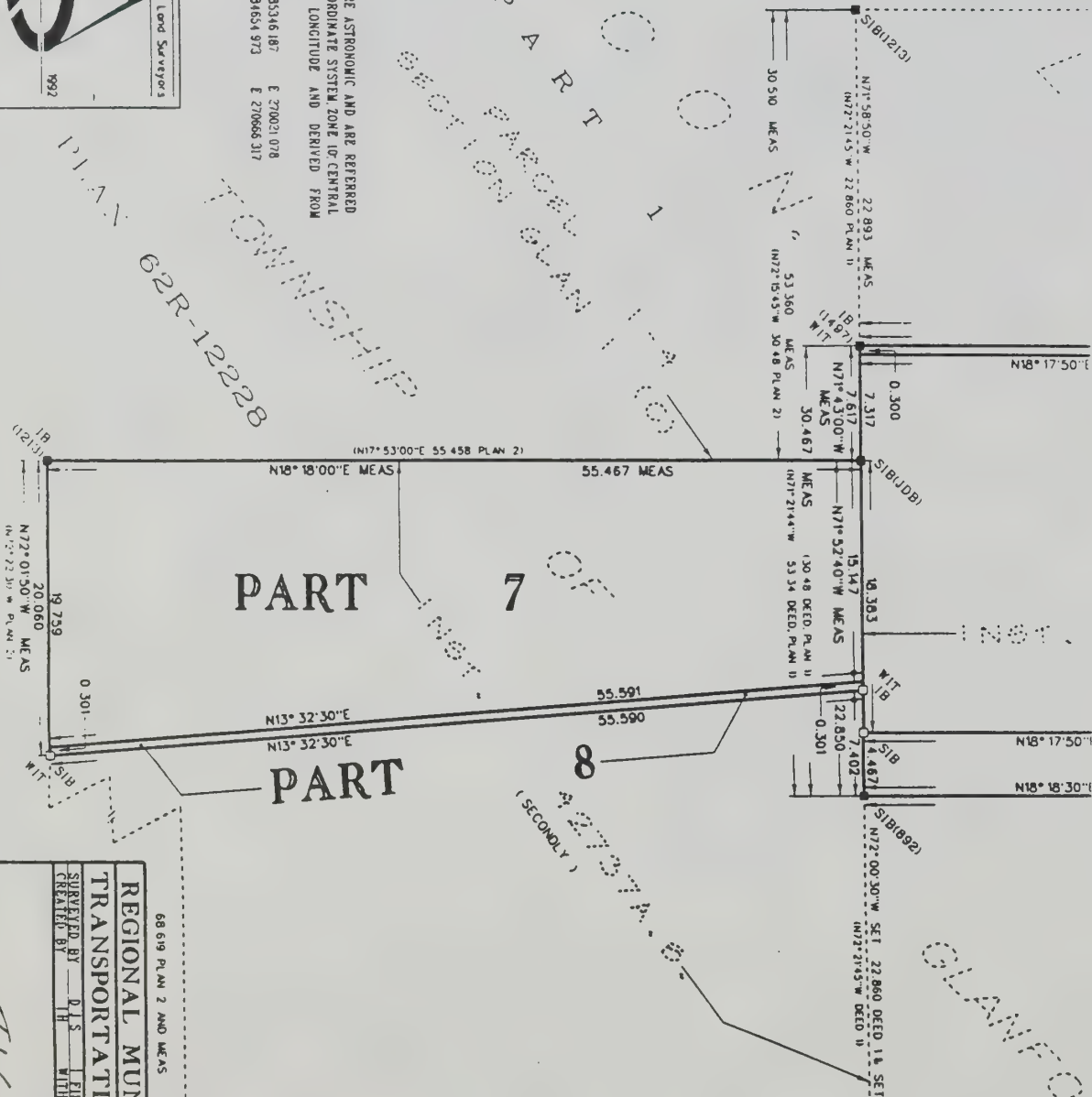
The contract arising from the acceptance of this Option shall be completed on or before April 7, 1993 on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.



NOTE
BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE ONTARIO CO-ORDINATE SYSTEM ZONE 10 CENTRAL MERIDIAN 79°30'W LONGITUDE AND DERIVED FROM MONUMENTS
N 4 785346 187 E 270021 078
N 4 784654 973 E 270666 317

PART 1

PLAN 62R-12228



APPROVED

SENIOR DIRECTOR ROADS DEPARTMENT

MANAGER OF LEGAL SURVEYS
PLAN No. RB-H-483 SURVEY

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP
SUPERVISED BY D.J.S. FIELD BOOK B.L.K. 24
CREATED BY T.H. WITH STATION/REF. DTC 62R-12228 0057 13228
FILE No. 62R-12228 0057 13228
DATE 02.10.07
CHECKED BY KIN LAU O.L.S.

68 619 PLAN 2 AND MEAS

KIN M LAU O.L.S.

Oct. 16/1992

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.
2. THE SURVEY WAS COMPLETED ON THE 19th DAY OF SEPT. 1992

NOTE
DEED - DENOTES INST 244627C.D.
DEED 1 - DENOTES INST 389047C.D.
PLAN - DENOTES PLAN 62R-0057
PLAN 1 - DENOTES PLAN 62R-7868
PLAN 2 - DENOTES PLAN 62R-12228
PLAN 3 - DENOTES DEPOSITED PLAN 146 MISC.

GEOGRAPHIC TOWNSHIP OF GLANFORD
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE - 1:300
KIN M. LAU ONTARIO LAND SURVEYOR
1992

PLAN OF SURVEY
OF
PART OF LOT 1
CONCESSION 1
IN THE

PLAN 62R 12333

CITY OF HAMILTON
- RECOMMENDATION -

2(Exii)

DATE: 1993 January 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Conveyance of Land from Ontario Hydro
Required for Public Walkway and Sewer Purposes
Part 2, Plan 62R-12480, Acadia Drive

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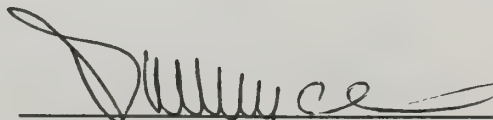
JAN 25 1993

CITY CLERKS

RECOMMENDATION:

- a) That the City of Hamilton accept title from Ontario Hydro of a parcel of land known as part of Lot 10, Concession 8, formerly in the Township of Barton, now in the City of Hamilton, Regional Municipality of Hamilton-Wentworth, and designated as Part 2, Plan 62R-12480, with an area of approximately 632 square metres, which property is being dedicated to the City by Rymal Square Developments Inc.. This land is required by the developer for Regional sewer purposes to his adjacent subdivision. The developer's lawyer will certify to the City title of the land being dedicated. The City also requires this land for public walkway purposes.
- b) That the developer must ensure that all construction equipment working on the lands maintains a clearance of at least 4.5 metres to the nearest overhead transmission line conductor, up to and including 230 kV. For transmission lines over 230 kV, a 6.0 metre clearance must be maintained.
- c) That land being conveyed from Ontario Hydro be subject to an easement in favour of Ontario Hydro, executed by Ontario Hydro, the City of Hamilton and the developer, incorporating the following:
 - i) That the developer will be responsible for the completion of any applications and the costs thereof and also pay all costs to comply with any conditions thereby imposed.

- ii) That upon completion of construction of the sewers, the developer must satisfactorily restore the subject lands, together with any additional Ontario Hydro lands which may be damaged during construction for this project. In this regard, the developer will be required to contact Ontario Hydro, Central Region, to arrange for final inspection of the property.
- iii) That the developer must give two (2) working days notice prior to construction, and in this regard, complete a "Notice of Entry" form. In the event that safety supervision is deemed necessary by Ontario Hydro, any charges in this regard will be the responsibility of the developer.
- iv) That no lighting standards are to be erected on the lands without the prior approval of Ontario Hydro.
- v) That the developer will be liable for 100% of the total costs of any necessary revision or relocation of Ontario Hydro plant.
- d) That the City of Hamilton open by by-law, as a public walkway, the said lands dedicated to the City shown as Part 2 on Reference Plan 62R-12480.
- e) That the Senior Director, Transportation Services Department, be authorized and directed to prepare and register the by-law in order to establish the lands known as Part 2, Reference Plan 62R-12480, as a public walkway, immediately following the conveyance to the City of these lands.
- f) That the Mayor and City Clerk be authorized and directed to execute all of the required documents for this project.


D. W. Nyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to facilitate the development of lands in the Butler Neighbourhood, the City of Hamilton requires, for a public walkway, a parcel of land currently owned by Ontario Hydro. The public walkway is meant to provide access to the City parklands east of the Ontario Hydro property. Under normal conditions, the City would purchase these lands in conjunction with the development of the park. However, the developer of Rymal Square Estates - Phase 3 also requires access over the Hydro lands for the installation of sewers. The City is not in a position to purchase the Hydro lands at this time. Therefore, the developer has agreed to purchase and transfer these lands to the City at this time.

The land required by the City is located approximately 170 metres north of Rymal Road East, will measure 20 metres in width and extends across Ontario Hydro's north/south corridor. This corridor is located between Upper Wentworth Street and Upper Sherman Avenue.

AC/klb

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer

D. V. Christilaw, Subdivision Administrator, Transportation Services Department

K. M. Lau, Manager of Legal Surveys, Transportation Services Department

D. Lobo, Director of Public Works

Attention: B. Chrystian

Konrad Brenner, Manager of Programming & Preliminary Design, Environmental Services Department

G. Aston, Director, Programming & Development, Transportation Services

Attention: J. Clairmont

CITY OF HAMILTON

- RECOMMENDATION -

2(F)(i)

DATE: 1993 January 14

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

RECEIVED

JAN 18 1993

SUBJECT: Annual Supply of Aggregates, Public Works Department

CITY CLERKS

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Aggregates as and when required during 1993 by the Public Works Department tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and be financed through Stock Materials Account No. CH56197 60999, as follows:

Lakeview Sand & Gravel Ltd., Paris

Granular 'A'	\$ 7.40
19mm Clear	8.90
19mm Crusher Run	7.60

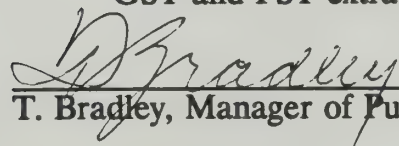
Cayuga Materials & Construction, Simcoe

6.4mm and 9.5mm Chips Washed	11.25
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TCG Materials, Brantford

6.4mm chips Washed	11.25
--------------------	-------

GST and PST extra where applicable. Prices per tonne, delivered.


T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Approximately \$138,700 was spent in 1992 for this commodity. See spreadsheet attached for comparison prices.

AGGREGATES - 1993
CRUSHED STONE

GRANULAR 'A'

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

SUPPLIER	1	2	3	4	5	6	7	8	9	10	11
STEETLEY	7.05	7.05	7.25	7.25	7.25	7.25	7.75	8.50	9.00	9.00	8.09
LAKEVIEW	6.80	6.55	6.40	6.55	6.65	6.55	6.75	7.30	7.80	7.80	7.40
TCG	8.20	8.45	7.75	7.50	8.70	8.00	7.50	9.00	9.50	9.60	9.05
CAPITAL *	7.00	7.00	9.75	9.75	9.75	9.75	9.75	-	-	-	-
CAYUGA	-	-	-	-	-	-	7.80	8.00	8.00	9.00	8.20
FLAMBORO	8.60	8.60	8.90	9.25	8.40	9.25	9.65	-	-	-	-
NELSON	-	-	-	-	-	-	-	9.66	8.79	8.44	-
STANDARD **	-	-	-	8.75	-	8.75	7.50	7.50	8.10	9.20	9.00
TARO	-	-	-	-	-	-	-	8.00	8.00	7.90	8.15

* Trailer, add .60/tonne for tandem

** Delivery of all products by tractor trailer, applicable on full load basis only. Tandem delivery add 60/tonne. Above delivered prices apply to current allowable commercial motor vehicle gross weights. Any changes by the MOT under The Highway Traffic Act to reduce those allowable gross weights will result in an increase on the delivered price.

**AGGREGATES - 1993
CRUSHED STONE**

**DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne**

19 MM CLEAR

SUPPLIER	1	2	3	4	5	6	7	8	9	10	11
STEETLEY	11.00	11.35	11.35	12.00	11.00	11.00	11.10	12.25	12.88	12.88	10.25
LAKEVIEW	8.30	8.05	7.90	8.05	8.15	8.05	8.25	8.80	9.30	9.30	8.90
TCG	10.60	10.85	10.25	10.00	11.10	10.50	10.00	11.50	12.00	12.00	11.45
CAPITAL *	10.74	10.49	12.00	12.00	12.00	12.00	12.00	-	-	-	-
CAYUGA	-	-	-	-	-	-	11.50	12.00	12.00	13.00	12.00
FLAMBORO	11.60	11.60	11.90	12.25	11.40	12.25	12.65	-	-	-	-
NELSON	-	-	-	-	-	-	-	12.68	11.41	11.05	-
STANDARD **	-	-	-	11.20	-	11.20	9.95	9.95	10.55	11.65	11.50
TARO	-	-	-	-	-	-	-	10.00	10.00	10.10	10.35

* Trailer, add .60/tonne for tandem

** Delivery of all products by tractor trailer, applicable on full load basis only. Tandem delivery add 60/tonne. Above delivered prices apply to current allowable commercial motor vehicle gross weights. Any changes by the MOT under The Highway Traffic Act to reduce those allowable gross weights will result in an increase on the delivered price.

**AGGREGATES - 1993
CRUSHED STONE**

**DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne**

9.5 MM CHIPS WASHED

SUPPLIER	1	2	3	4	5	6	7	8	9	10	11
STEETLEY	11.40	11.50	11.50	11.80	11.50	12.00	11.50	12.50	12.50	12.90	11.50
TCG	10.60	10.85	12.25	12.00	11.10	12.50	12.00	13.50	14.00	12.00	11.45
CAYUGA	-	-	-	-	-	-	13.00	13.00	13.00	14.00	11.25
FLAMBORO	12.20	12.20	12.20	12.50	11.90	12.50	12.95	-	-	-	-
NELSON	-	-	-	-	-	-	-	12.56	12.28	11.93	-
STANDARD **	-	-	-	11.70	-	11.70	10.45	10.45	11.05	12.15	12.00

* Trailer, add .60/tonne for tandem

** Delivery of all products by tractor trailer, applicable on full load basis only. Tandem delivery add 60/tonne. Above delivered prices apply to current allowable commercial motor vehicle gross weights. Any changes by the MOT under The Highway Traffic Act to reduce those allowable gross weights will result in an increase on the delivered price.

AGGREGATES - 1993
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES

Price per Metric Tonne

6.4 MM CHIPS WASHED

SUPPLIER	1	2	3	4	5	6	7	8	9	10	11
STEETLEY	11.40	11.50	11.50	11.80	11.50	12.00	11.50	12.50	12.50	12.90	11.50
TCG	10.40	10.65	13.25	13.00	10.90	13.50	13.00	14.50	15.00	11.80	11.25
CAPITAL *	11.00	11.39	12.55	12.55	12.55	12.55	12.55	-	-	-	-
CAYUGA	-	-	-	-	-	-	13.00	13.00	13.00	14.00	11.25
FLAMBORO	12.20	12.20	12.20	12.50	11.90	12.50	12.95	-	-	-	-
NELSON	-	-	-	-	-	-	-	12.56	12.28	11.93	-
STANDARD **	-	-	-	11.70	-	11.70	10.45	10.45	11.05	12.15	12.00

* Trailer, add .60/tonne for tandem

** Delivery of all products by tractor trailer, applicable on full load basis only. Tandem delivery add 60/tonne. Above delivered prices apply to current allowable commercial motor vehicle gross weights. Any changes by the MOT under The Highway Traffic Act to reduce those allowable gross weights will result in an increase on the delivered price.

AGGREGATES - 1993
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

19 MM CRUSHER RUN

SUPPLIER	1	2	3	4	5	6	7	8	9	10	11
STEETLEY	7.05	7.05	7.25	7.25	7.25	7.25	7.75	8.50	9.00	9.00	8.09
LAKEVIEW	7.00	6.75	6.60	6.75	6.85	6.75	6.95	7.50	8.00	8.00	7.60
CAYUGA	-	-	-	-	-	-	7.80	8.00	8.00	9.00	8.20
FLAMBORO	8.60	8.60	8.90	9.25	8.40	9.25	9.65	-	-	-	-
NELSON	-	-	-	-	-	-	-	9.37	8.79	8.44	-
STANDARD *	-	-	-	8.75	-	8.75	7.50	7.50	8.10	9.20	9.00
TARO	-	-	-	-	-	-	-	8.00	8.00	7.90	8.15

* Delivery of all products by tractor trailer, applicable on full load basis only. Tandem delivery add 60/tonne. Above delivered prices apply to current allowable commercial motor vehicle gross weights. Any changes by the MOT under The Highway Traffic Act to reduce those allowable gross weights will result in an increase on the delivered price.

2(FXii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 15

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: Annual Supply and Delivery of Mixed Portland Cement
Concrete, Public Works Department

RECEIVED

JAN 18 1993

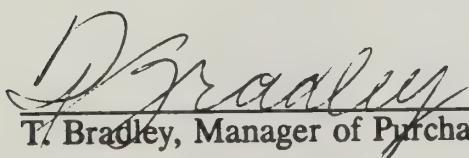
CITY CLERKS

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Mixed Portland Cement Concrete as and when required during 1993 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Dufferin Concrete Products, Hamilton</u>	<u>Delivered</u>	<u>Picked up</u>
Sidewalk, Curb & Roadway Concrete	\$96.60	\$90.00
Valve Chambers CB's & Manholes	96.60	90.00
Unshrinkable Fill	42.60	38.00
<u>Independent Ready Mix Concrete, Hamilton</u>		
Sidewalk, Curb & Roadway Concrete	92.90	89.90
Valve Chambers CB's & Manholes	92.90	89.90

GST and PST extra where applicable. Prices per tonne.


T. Bradley, Manager of Purchasing

BACKGROUND:

\$318,086.92 was spent in 1992 for this commodity. See spreadsheet attached for comparison prices. Picked up or loaded on City of Hamilton trucks at Contractors' plants. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site.

ANNUAL SUPPLY OF CONCRETE - 1993

ALL TAXES EXTRA
PRICES PER m³

SUPPLIED & DELIVERED IN SUPPLIER'S TRUCKS WITHIN CITY AND REGION LIMITS

SUPPLIER	2% CALCIUM CHLORIDE	HEAT	SIDEWALK & CURB CONCRETE	ROADWAY CONCRETE	VALVE CHAMBERS CB'S & MANHOLES
PREMIER CONCRETE	\$ 2.00	\$ 7.00	\$109.00	\$109.00	\$109.00
DUFFERIN CONCRETE PRODUCTS	2.00	7.00	(96.60)	(96.60)	(96.60)
CANADA BUILDING MATERIALS CO.	2.00	7.00	110.00	110.00	110.00
RED-D-MIX CONCRETE	2.00	7.00	111.00	111.00	111.00
INDEPENDENT READY MIX CONCRETE	2.00	7.00	(92.90)	(92.90)	(92.90)

ANNUAL SUPPLY OF CONCRETE - 1993

PRICES PER m³

PICKED UP BY CITY OR REGIONAL TRUCKS AT SUPPLIERS PLANT

SUPPLIER	2% CALCIUM CHLORIDE	HEAT	SIDEWALK & CURB CONCRETE	ROADWAY CONCRETE	VALVE CHAMBERS CB'S & MANHOLES
PREMIER CONCRETE	\$ 2.00	\$ 7.00	\$100.00	\$100.00	\$100.00
DUFFERIN CONCRETE PRODUCTS	2.00	7.00	(90.00)	(90.00)	(90.00)
CANADA BUILDING MATERIALS CO.	2.00	7.00	110.00	110.00	110.00
RED-D-MIX CONCRETE	2.00	7.00	106.00	106.00	106.00
INDEPENDENT READY MIX CONCRETE	2.00	7.00	(89.90)	(89.90)	(89.90)

UNSHRINKABLE FILL PRICE PER M³

	<u>DELIVERED</u>	<u>PICKED UP</u>
PREMIER CONCRETE	\$61.00	\$52.00
DUFFERIN CONCRETE	(42.60)	(38.00)
CANADA BUILDING MATERIALS	59.50	59.50
RED-D-MIX CONCRETE	75.00	70.00
INDEPENDENT READY MIX CONCRETE	52.00	52.00

ANNUAL SUPPLY OF CONCRETE - 1993

PRICES PER m³

OVERTIME CHARGES UNDERLOAD CHARGES

COST FOR MULTIPLE DROPOFF LOAD

1 m³ 2 m³ 3 m³ 4 m³

PREMIER CONCRETE

Discharge allowance:
60 min. per load.

\$120 \$80 \$50 \$30

Same as Overtime charges

Additional time will be charged at the rate of \$1.00 per minute (\$60/hr.)

CANADA BUILDING MATERIALS CO.

For completion of deliveries started between 7:00 a.m. and 4:00 p.m. After 5:00 p.m. and before 9:00 p.m. add \$8.00/m³. After 9:00 p.m. and before 7:00 a.m. add \$16.00/m³.

60 mins. allowed from leaving plant to return. Over 60 mins. charged at \$1 per minute.

DUFFERIN CONCRETE

After 5:00 p.m. and before 9:00 p.m. add \$8.00/m³. After 9:00 p.m. and before 7:00 a.m. add \$16.00/m³

No charge

RED-D-MIX CONCRETE

Regular hours: \$120 \$80 \$50 \$30
Mon.-Fri. 7:30 a.m. to 5:00 p.m. Overtime -
After 5: p.m. and before 9:00 p.m. add \$8 per m³

Discharge time allowance 60 minutes per load.
Additional times will be charged at the rate of \$1 per minute \$60/hr.

INDEPENDENT READY MIX CONCRETE

After 5:00 p.m. and before 9:00 p.m. \$8/m³
After 9:00 p.m. and before 7:30 a.m. \$16/m³

Discharge time allowance 60 minutes per load. Additional time will be charged at the rate of \$1 per min. (\$60/hr.)

CITY OF HAMILTON
- RECOMMENDATION -

2(FXiii)

DATE: 1993 January 15

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: Annual Supply of Asphaltic Concrete and Bituminous
Materials, Public Works Department

RECEIVED

JAN 18 1993

CITY CLERKS

RECOMMENDATION:

That purchase orders be issued for the supply of Asphaltic Concrete and Bituminous Materials as and when required during 1993 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and financed through Stock Materials Account No. CH56197 60999, as follows:

Cayuga Materials & Construction, Simcoe

HLS 030 Steel Slag	\$42.50
Asphalt Surface Course H.M.3	41.50
Asphalt Binder Course H.M.5	36.75
Liquid Asphalt Cement	3.00 litre

Standard Asphalt, Hamilton

HLS 030 Steel Slag	38.00
Asphalt Surface Course H.M.3	40.00
Asphalt Binder Course H.M.5	36.00
Cold Laid Patching Material	59.60
Liquid Asphalt Cement	2.50 litre
Hot Liquid Asphalt	3.50 litre

Norjohn Limited, Thorold

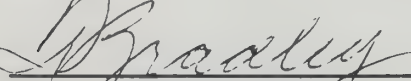
Cationic Emulsion CRS-2	delivered	0.2497 litre
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Hydrotech Membrane, Richmond Hill

Crack Sealing Material	delivered	0.31 per pound
------------------------	-----------	----------------

RECOMMENDATION: Cont'd.

GST and PST extra where applicable. Prices per tonne, picked up, unless otherwise specified.



T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

\$920,676.58 was spent in 1992 for this commodity. See spreadsheet attached for comparison prices. Loaded on City of Hamilton trucks at Contractors' plants unless otherwise indicated. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site. The vendor for Cold Laid Patching Material was selected on the basis of yard location for pickup. Standard Asphalt is located in Hamilton. The lower supplier is located in Brantford.

ANNUAL SUPPLY OF ASPHALT - 1993
PRICE PER TONNE
ALL TAXES EXTRA

DELIVERY "P" - LOADED ON AREA MUNICIPALITY OR REGIONAL TRUCKS AT CONTRACTOR'S PLANT APRIL 15 TO DECEMBER 31
DELIVERY "D" - DELIVERED WITHIN CITY AND REGIONAL LIMITS

<u>HLS 030 HOT LAY. HL-3(HS)</u>		<u>ASPHALT SURFACE COURSE H.M.3</u>	
<u>"P"</u>	<u>"D"</u>	<u>"P"</u>	<u>"D"</u>
CAYUGA MATERIALS	NO BID	NO BID	NO BID
TARO AGGREGATES	NO BID	NO BID	NO BID
STANDARD ASPHALT	NO BID	NO BID	NO BID
CAPITAL PAVING	NO BID	NO BID	NO BID
<u>ASPHALT BINDER COURSE H.M.5</u>		<u>HOT LIQUID ASPHALT FOR WINTER PATCHING</u>	
<u>"P"</u>	<u>"D"</u>	<u>"P" ONLY</u>	
CAYUGA MATERIALS	NO BID	NO BID	
TARO AGGREGATES	NO BID	NO BID	
STANDARD ASPHALT	NO BID	NO BID	
CAPITAL PAVING	NO BID	NO BID	

UNIT RATE FOR SUPPLYING LIQUID ASPHALT CEMENT UNDER DELIVERY "P"

CAYUGA MATERIALS
 STANDARD ASPHALT

\$ 3.00/litre
 \$ 2.50/litre

PART 2 - PRICE PER LITRE FOR VARIOUS REGIONAL AND CITY YARDS
ALL TAXES EXTRA

MTC PRIMER IN TANK TRUCKS

CATIONIC ASPHALT EMULSIONS CRS-2

NORJOHN LIMITED	\$0.350	\$0.2497
T.J. POUNDER (ONTARIO) LTD.	\$0.370	\$0.310
MC ASPHALT INDUSTRIES	\$0.3498	\$0.2838
ASPHALT ENGINEERING	\$0.395	\$0.291

COST TO
SUPPLY TANK

SURCHARGE TO
FILL STORAGE TANKS

NORJOHN LIMITED	<div>NO CHARGE</div>	<div>NO CHARGE</div>
T.J. POUNDER (ONTARIO) LTD.	NIL	NIL
MC ASPHALT INDUSTRIES	\$100 PER DAY	\$.01 PER LITRE
ASPHALT ENGINEERING	\$2,000.00	\$52/HOUR OVER 2 HOURS

PART 3 - COLD LAID STOCKPILED PATCHING MATERIAL MIXTURE - PRICE PER TONNE

PICKED UP ALL TAXES EXTRA
DELIVERED

STANDARD ASPHALT	<u>\$59.60</u>	\$65.00
CAPITAL PAVING	\$51.00 REGULAR	\$55.00
	\$52.00 FINE	\$56.00
TARO AGGREGATES	\$62.00	NO BID

PART 3 - PREMIUM (PERMANENT) ASPHALTIC CONCRETE PATCHING MIXTURE
(OPR2000, HPR OR EQUIVALENT) - PRICE PER TONNE

PICKED UP DELIVERED

NORJOHN LIMITED	\$95.00	\$105.00
	Equivalent product	
STANDARD ASPHALT	\$96.00 OPR2000	\$101.00
	\$83.50 PERMAPATCH (RDM6000)	\$ 89.00
	\$88.50 FIBRE PATCH	\$ 94.00
CAPITAL PAVING	\$83.65 HPR	\$ 90.00
TCG MATERIALS	\$82.00 REGULAR MIX OPR2000	\$ 86.00
	\$90.00 FINE MIX OPR2000	\$ 90.00
	\$72.00 ALTERNATE	\$ 74.90

PART IV - CRACK SEALING MATERIAL

MC ASPHALT INDUSTRIES	\$0.6878 per litre
HYDROTECH MEMBRANT	<u>\$0.31</u> per pound
PERMAQUIK	\$0.616

PRODUCT NAME

Supergook - Beram 195 - Bemac
Sealz 6160
PQ6190 (Permaquik)

CITY OF HAMILTON
- RECOMMENDATION -

2(4X1)

DATE: 1993 January 26

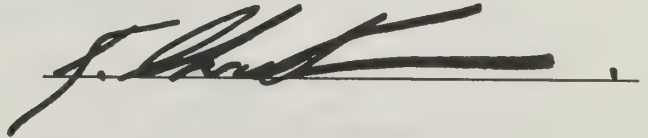
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports, previously distributed to the Transport and Environment Committee, be received.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to log receipt of Information Reports distributed to the Transport and Environment Committee, it is recommended that the attached list of reports, distributed to the Committee between 1993 January 22 and January 25 be formally received and noted in the minutes.

Attachment

**INFORMATION
REPORTS**

**TRANSPORTATION AND ENVIRONMENT
COMMITTEE**

Date	From	Subject	Date Distributed
1993 January 6	Doug Lobo Director of Public Works	1993 Street Tree Trimming Programme	1993 January 22
1993 January 19	Murray F. Main Director of Traffic Services	Mohawk Road East at East 25th Street - School Crossing Guard TEC-13-93	1993 January 25
1993 January 19	E. M. Gill Senior Director Roads Department	PaRCIL PROJECT	1993 January 26

Kevin C. Christenson, Secretary
1993 January 26

CITY OF HAMILTON
- RECOMMENDATION -

26X1101

DATE: 1993 January 25

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Ontario Traffic Conference Annual Convention
1993 May 2 to May 5, Windsor, Ontario

RECOMMENDATION:

- (a) That the Chairman or his designate be authorized to attend the Ontario Traffic Conference Annual Convention to take place on 1993 May 2 to May 5, Windsor, Ontario.
- (b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1993 Operating Budget.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

Costs to be charged to Aldermen Travel Account No. CH55201 10010

BACKGROUND:

Attached is a Schedule of Events and Convention Outline

Attachment

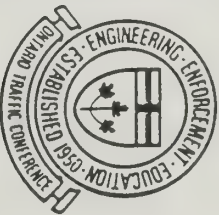
43RD O.E.C. ANNUAL CONVENTION PROGRAMME HIGHLIGHTS

MAY 2 - 5, 1993

SUNDAY, MAY 2nd	TUESDAY, MAY 4th
2:00 - 6:45 p.m.	7:30 - 8:45 a.m.
REGISTRATION	REGISTRATION
7:00 - 8:00 p.m.	7:30 - 8:45 a.m.
PRESIDENT'S RECEPTION	CONTINENTAL BREAKFAST
TRADE SHOW	9:00 - 10:15 a.m.
8:00 - 11:00 p.m.	SAFETY OFFICERS TOPIC: Bicycle Safety (helmets)
MONDAY, MAY 3rd	
7:30 - 8:45 a.m.	TRADE SHOW
7:30 - 8:45 a.m.	REGISTRATION
7:45 - 8:45 a.m.	CONTINENTAL BREAKFAST
9:00 - 10:15 a.m.	TRADE SHOW
TOPIC: Revenue	
Maximization and Cost Minimization	
MODERATOR - David Glover, City of Brampton	
10:15 - 10:30 a.m.	10:15 - 10:30 a.m.
10:30 - 11:30 a.m.	10:30 - 11:30 a.m.
11:30 - 12:00	11:30 - 12:00 a.m.
12:00 - 1:30 p.m.	12:00 - 1:30 p.m.
NUTRITION BREAK	
RESOLUTIONS SESSION	
MODERATOR - D. Snow	
CASH BAR	
LUNCH	
GUEST SPEAKER Dr. Phillip Mason	
Wayne State University	
1:30 - 2:45 p.m.	1:15-2:30 p.m.
TECHNICAL COMMITTEE TOPIC: Ontario Roads Safety Corporation	
MODERATOR: J. Kelly	
Sudbury Region	
NUTRITION BREAK	
ELECTED OFFICIALS TOPIC: Graduated Driver's Licences	
GUEST SPEAKER Stan Griffin, V.P. Insurance Bureau of Canada	
MODERATOR: M. Brunelle	
Durham Region	
TRADE SHOW	
OPEN NIGHT	
6:30 - 7 ?	

ONTARIO TRAFFIC CONFERENCE

ANNUAL CONVENTION



MAY 2-5, 1993

CLEARY AUDITORIUM

WINDSOR, ONTARIO

"THE GATEWAY TO CANADA"

4:15 - 6:30 p.m.
6:30 - 7 ?

(enjoy Windsor)

PLEASE NOTE: ALL EVENTS ARE HELD AT THE CLEARY AUDITORIUM

MEMBER
NON-MEMBER

ANNUAL CONVENTION - WINDSOR
1993 PRE-REGISTRATION FORM

NAME: _____
MUNICIPALITY/COMPANY: _____
ADDRESS: _____
CITY: _____
POSTAL CODE: _____
PHONE: _____

G.S.N. #R107800971

CHEQUES MADE PAYABLE TO : Ontario Traffic Conference

MAIL CHEQUES TO: Ontario Traffic Conference
20 Carlton St. #121
TORONTO, ONTARIO M5B 2H5

REGISTRATION & RECORDS DEPARTMENT
APRIL 27, 1993

ANNUAL CONFERENCE

Sunday, February 21 to Wednesday, February 24, 1993

ROYAL YORK HOTEL, TORONTO

PROGRAMME HIGHLIGHTS

Theme: *"Partnerships for Prosperity"*

Sunday, February 21

2:00 p.m. to 8:00 p.m.

REGISTRATION

6:30 p.m. to 8:00 p.m.

OPENING RECEPTION

Monday, February 22

9:00 a.m. to 12:00 noon

OPENING CEREMONY AND SESSION

Official Opening: Alan Tonks, Chairman, Municipality of Metropolitan Toronto

President's Remarks: Robert Dempsey

Keynote Speakers:

Hon. Gilles Pouliot, Minister of Transportation

Right Hon. Joe Clark, Federal Minister Responsible for Constitutional Affairs

10:00 a.m.

Productivity Improvement Workshop Priority Planning and Budgeting (PPB)

1:00 p.m.

Productivity Improvement Workshop Managing Time - The Right Attitudes

1:30 p.m. to 3:00 p.m.

DELEGATE SESSION

Update on Disentanglement

Speakers: Hon. Dave Cooke, Minister of Municipal Affairs (invited); Jeff Seaton, County Engineer, County of Victoria (invited); Harold Gilbert, Chairman, Better Roads Coalition

3:00 p.m. to 4:30 p.m.

RESOLUTIONS DEBATE

3:00 p.m.

Productivity Improvement Workshop Managing Time - Meetings and Reports

6:30 p.m. to 8:00 p.m.

RECEPTION for Cabinet and Heads of Council (by invitation)

Tuesday, February 23

9:00 a.m. to 12:00 noon

REFRESHER SEMINAR FOR COUNCILLORS

Changes to Planning Legislation

John Sewell, Chair, Commission on Planning and Development Reform in Ontario

Management of Surplus Road Materials

Richard Dicerni, Deputy Minister of the Environment

Bill 40 - Impact on Municipalities

James R. Thomas, Deputy Minister of Labour

Municipal Finances: Bonusing, Police Budgets, etc.

David Hobbs, Deputy Minister of Municipal Affairs

12:30 p.m.

AWARDS LUNCHEON

Presentation of W. Scott McKay Memorial Award, Michael Woodcroft Memorial Award, Productivity Awards, and Long Service Awards

Tickets: \$25 (+GST) per person

2:30 p.m. to 4:30 p.m.

CONCURRENT SEMINARS

1. ASSOCIATION OF ONTARIO ROAD SUPERINTENDENTS

2. MUNICIPAL ENGINEERS ASSOCIATION

2:30 p.m.

Productivity Improvement Workshop

Managing Time - Delegation (The Science)

7:00 p.m.

ANNUAL DINNER

Entertainment: Comedian Dave Broadfoot

Tickets: \$50 (+GST) per person

Wednesday, February 24

8:00 a.m.

CONTINENTAL BREAKFAST

9:00 a.m.

Speaker: David S. Weinberg, President, CIBC Development Corporation

Topic: Economic Forecast for Ontario and Partnerships Between Public and Private Sectors

9:30 a.m. to 10:00 a.m.

ANNUAL GENERAL MEETING

Auditor's Report
Nominating Committee Report and Election of Officers
Installation of 1993-94 President

10:00 a.m. to 11:00 a.m.

Deputy Minister's Address

Gary S. Posen, Deputy Minister of Transportation

11:00 a.m.

Adjournment of the 1993 Annual Conference

3.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 19

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

Dan Vyce
Director of Property

RECEIVED

JAN 22 1993

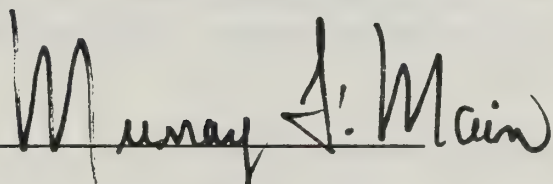
CITY CLERKS

SUBJECT:

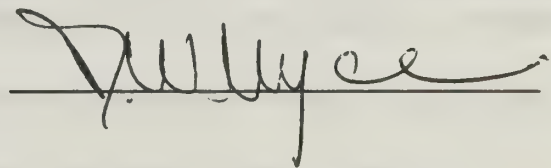
Provision of Computerized Inventory Control System - Traffic Operation Centre. [TEC-19-93]

RECOMMENDATIONS:

- a) That the Traffic Department be authorized to purchase the equipment necessary to provide computerized monitoring of inventory and bar coding of stock items at the Traffic Operations Centre; and
- b) That funding for this project, be allocated from the Capital fund for the construction of the Traffic Operations Centre, CF 758841001.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:



Estimated project cost: The cost of all project components is estimated at \$42,000.00.

Availability of funds: The construction of the Traffic Operations Centre was substantially under budget. An amount of \$650,000.00 was previously returned to the Capital Budget for other purposes. While there are still outstanding expenses from the building project, more than sufficient funds remain in the Capital budget account to pay for the system described in this report.

Cost-sharing: Funds for the Traffic Operations Centre were provided on a 65% by the

Region, 35% from the City. Expenditures on this project would be on the same basis.

Potential return on investment: As described below, more accurate control of inventory will likely result in an annual reduction of carrying charges and inventory slippage. The savings are estimated at \$5,000.00 to \$15,000.00 per year.

BACKGROUND:

The Traffic Department presently has a computerized accounting system. While the accounting system keeps track of inventory, it does not do so in a way which can provide up-to-date, accurate information of the status of parts and availability.

Given the layout of the previous Traffic Operations Centre, an inventory control system would not have been effective. In conjunction with the move to the new facility, the Traffic Department has been investigating alternatives for a computerized inventory control system for over a year. It was not possible to bring forward this report until the best system was identified and the costs could be estimated. The recommended system is a modification of the inventory control system presently in use by the Hamilton Street Railway.

The proposed system would provide immediate information on the status (quantity and location) of all material in stock. By keeping records of material use and delivery times, the system would provide a history of parts use which would allow stockkeepers to order the appropriate quantities, and schedule those orders to ensure continuous availability of supplies. The system would allow the annual counting of all stock to be replaced by continuous, cyclic counts, thereby reducing the amount of staff time spent counting stock. The use of bar code stickers is very important, as it would eliminate the use of incorrect part numbers and ensure that material use is correctly charged to the customer.

The equipment to be purchased would include the data terminals and printers in the stockkeeping area, communications equipment for 1375 Upper Ottawa Street and 330 Wentworth Street North, and bar coding printing and reading equipment. The computer software would run on the VAX computer at the H.S.R.

The potential improvements to the inventory system are as follows:

- Reduced inventory carrying charges. The Traffic Department presently maintains stock which is valued at approximately \$1,300,000.00. If delivery of goods can be more closely tailored to needs, less material would have to be kept in stock. A five percent reduction in stock would equal an annual savings in carrying charges of about \$4,000.00.
- Reduced inventory closure. A computerized system would reduce the number of errors which occur in recording material use. It should also make apparent some instances when materials are misappropriated. A saving of 0.5 percent in inventory slippage would equate to a \$6,500.00 annual savings.

- Fewer Recording Errors. The use of bar coding will reduce the use of incorrect part numbers and provide an auditing procedure to ensure that material is correctly charged.
- Improved service. With a computerized system there should be less likelihood of running out of stock and incurring major delays which affect scheduling of traffic sign or signal projects.

As noted, the combination of computerized inventory control and bar coding should result in a more efficient and more accurate inventory control system. It can be viewed as similar to new shelving which was installed in the Operations Centre stockroom, as a way of making the operation more efficient. Therefore, it is recommended that funds from the Traffic Operations Centre construction capital budget be allocated for the purchase of computerized inventory control and bar coding equipment.

HLS/ca

cc: Joe Pavelka, Chief Administrative Officer, CAO
Allan Ross, Treasurer, Treasury Department
Mahendra Shah, Senior Project Manager, Property

4.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 22
A02-04 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: 1993 User Fees for Encroachments on City of
Hamilton Road Allowances

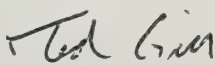
RECEIVED

JAN 25 1993

CITY CLERKS

RECOMMENDATION:

That the 1993 User Fees contained in the attached Schedule be approved and implemented effective January 1, 1993. (R-93-14)



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

User fees are determined on a yearly basis. When determining a fee for a service, all costs, both directly or indirectly involved with providing the service, are taken into consideration. In 1991 a detailed review of User Fees was implemented in the Region to correctly identify costs, thereby ensuring that those using the service are actually paying for it. This report uses that research to adjust the City of Hamilton User Fee Schedule, as this Department performs the same duty for each area of jurisdiction.

Cont'd...

-page 2-
January 22, 1993

**1993 User Fees for Encroachments
on City of Hamilton Road Allowances**

Cont'd...

User Fees are charged to reduce tax levies by charging for services based on a user pay system, where the benefit to an individual is clearly visible and predominates the benefit to the general public.

 JKC:mjp

cc: A. Ross, Treasury Department

**CITY OF HAMILTON
LOCAL ROADS - REGION
SCHEDULES OF 1993 USER FEES**

DESCRIPTION OF SERVICE	USER FEE OR CHARGE		
	1992 FEE	1993 FEE	%INCREASE OVER 1992
1. <u>PASSIVE ENCROACHMENT ON ROAD ALLOWANCE</u>			
a) INITIAL FEE			
Processing Fee	\$ 83.00	\$131.00	0.0%
Registration Fee	28.00		
b) ANNUAL INSURANCE FEE	20.00	20.00	
c) ANNUAL FEE			
(i) Landscaping			
Area greater than 100m ²	30.00	30.00	0.0%
Area less than 100m ²	0.00	0.00	0.0%
(ii) Overhead			
Overhanging signs, fire escapes, canopies, marquees, etc.	10% of market or \$30.00 min.	10% of market or \$30.00 min.	0.0%
2. <u>ACTIVE ENCROACHMENTS ON ROAD ALLOWANCE</u>			
a) INITIAL FEE			
Processing Fee	178.73	178.73	
Registration Fee	27.00	27.00	0.0%
b) ANNUAL INSURANCE FEE	20.00	20.00	0.0%
c) ANNUAL FEE			
(i) Patio Cafes			
Processing and Seasonal Fee (6 months)	\$230 initial fee 6/12 of 10% of market of value	\$930.00 initial fee and 6/12 of 10% of market value	304%
(ii) Areaways	10% of 50% of market value	10% to 50% of market value	0.0%
(iii) Pedestrian Bridges	10% of market value (nil within "+ 15" area)	10% of market value	0.0%

Cont'd...

<u>USER FEE OR CHARGE</u>			
Description of Service	1992 Fee	1993 Fee	% Increase over 1992
2. <u>ACTIVE ENCROACHMENTS ON ROAD ALLOWANCE</u> (Cont'd)			
(iv) Utility Corridors for Services, Pipes			
1) Overhead Utility Corridor - Pipe & Bridges	10% of market value	10% of market value	0.0%
2) Underground Utility Corridor	10% of 50% of market value	10% to 50% of market value	0.0%
(v) BENCHES Annual Fee (existing agreement)	\$48/bench	\$54.00/bench	13.0%
(vi) WHEEL CHAIR RAMPS	\$13/year	\$14.00/year	8.0%
(vii) NEWSPAPER BOXES Annual Fee	\$13/box	\$14.00/box	8.0%
(viii) TELEPHONE KIOSKS Annual Fee	11% of gross revenue	agreement under review	0.0%
3. <u>PERMANENT ROAD CLOSURE</u>	\$250 (\$100 is refunded to applicant if withdrawn prior to Committee)	\$598 (\$100 is refunded to applicant if withdrawn prior to Committee)	139.0%
4. <u>ENQUIRIES REGARDING STATUS OF ENGINEERING AGREEMENT</u>			
a) If field investigation required	NIL	\$45.00	
b) If no field investigation	NIL	\$24.00	
5. <u>WHEN A STATUS OF INQUIRY RESULTS IN A DISCHARGE OF AGREEMENT</u>	NIL	\$76.00	
6. <u>DISCHARGE OF AGREEMENTS (ROAD ALLOWANCE)</u>	\$130.00	\$130.00	
* 7. <u>TRUCK OVERLOAD FEES</u>			
Tractor Trailer	\$131.00	\$135.00	3.0%
Single Unit Truck	\$218.00	\$225.00	3.0%

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 27

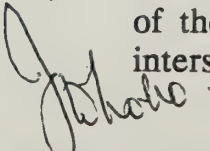
REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: 1993 Proposed Road and Sidewalk
Capital Improvement Programme

RECOMMENDATION:

- a) That the proposed 1993 Road and Sidewalk Capital Improvement Programme in the amount of seven million dollars (\$7,000,000.) be approved; and,
- b) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all the necessary approvals have been received; and,
- c) That the Commissioner of Transportation/Environmental Services prepare the necessary by-laws and the City Clerk be authorized and directed to advertise these by-laws as required by Section 300 of the Municipal Act of the City's intention to proceed with the altering of the following streets:
 - i) Mount Albion Road from approximately 90m north of Albright Road to approximately 110m south of Albright Road - widening to provide a left turn lane.
 - ii) Sanders Boulevard from West Park Avenue to Norfolk Street - road narrowing.
- d) That the Director of Property be authorized and directed to negotiate the purchase of the land required for the widening of the Mount Albion and Albright Road intersection.



D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations".

BACKGROUND:

The Draft 1993 to 1997 Capital Budget makes a provision in the amount of seven million dollars (\$7,000,000.) for the reconstruction of roads and sidewalks in the City of Hamilton in 1993. The estimated subsidy from the Ministry of Transportation of Ontario (MTO) is two million, two hundred and forty thousand dollars (\$2,240,000.) and the net cost for the City is estimated at four million, seven hundred and sixty thousand dollars (\$4,760,000.). The proposed Programme for 1993 is divided into the following sections:

- a) Roads and Abutting Sidewalks
- b) Sidewalks on Regional Roads
- c) Sidewalks and Road Resurfacing
- d) Miscellaneous Projects
- e) Supplementary List

All the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction. All streets requiring reconstruction in the Programme have been identified in the latest Road Needs Study as "now deficient" or requiring improvement in the next one to five years under the criteria established by the MTO.

Some of the roads requiring improvement in the one to five year range are being undertaken now in conjunction with sewer/watermain work. A higher priority is assigned to streets where sewer and/or watermain construction is proposed by the Region. Through this co-ordination of various construction activities, cost-saving to the City and Region and significantly less disruption to the area residents and the travelling public will be achieved.

Based on the above considerations, the proposed 1993 Capital Improvement Programme is as shown on the attached Schedule 'A'.

RPM:bk
Attch.

cc: E. M. Gill, Senior Director
Roads Department
(attch)
M. F. Main, Director
of Traffic Services
(attch)
A. Ross, City Treasurer
Treasury Department
ATTN: N. Adhya, Manager of Budgets
(attch)
J. Halliday, Senior Director
Environmental Services
(attch)
D. W. Vyce, Director
Property Department
P. Noe Johnson, City Solicitor
Law Department
J. Schatz, City Clerk
City Clerk 's Department

**CITY OF HAMILTON
1993 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME**

A. Roads and Abutting Sidewalks

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Bond Street	King	Main	in conjunction with sewer work	\$ 487,300.
David Avenue	South Bend	Duncombe	in conjunction with sewer work	117,100.
East 14th Street	Inverness	North End	1992 Carry Over	208,800.
Hoover Crescent	Fennell	Welbourn	in conjunction with sewer work	44,500.
Nottingham Avenue	Tenth	Winchester	1992 Carry Over	172,100.
Rennie Street	Parkdale	Waterloo	1992 Carry Over	1,327,800.
Sanders Boulevard	Norfolk	West Park	Proposed Road Narrowing	963,700.
Sheridan Drive	East 16th	Holt	in conjunction with sewer work	149,800.
Welbourn Drive	Hoover	McElroy	in conjunction with sewer work	221,900.
Whitney Avenue	Main	155m east of Rifle Range	in conjunction with sewer work	1,127,800.

B. Sidewalks on Regional Roads

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>ESTIMATE</u>
Fennell Avenue	Upper Ottawa	Mountain Brow	\$179,800.
Garth Street	Fennell	Bendamere	65,200.
Mohawk Road	Upper Sherman	Upper Ottawa	279,800.
Provision for sidewalks on Regional Road Projects - approval pending			587,000.

C. Sidewalks and Road Resurfacing

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>ESTIMATE</u>
Brunswick Street	Vansitmart	Walmer	100,000.
Chedmac Drive	Rice	270m westerly	50,000.
Kirk Road	Beach Boulevard	West End	17,700.
Mareve Avenue	Beach Boulevard	East End	19,400.
Osbourne Street	Barton	Walmer	131,200.
Walmer Road	Woodward	Talbot	145,800.

D. Miscellaneous Projects

<u>DESCRIPTION</u>	<u>ESTIMATE</u>
Catch Basin and Drain Connections -various locations in conjunction with Regional Local Improvement sewers	50,000.
Mount Albion Road and Albright Road - road widening to provide left turn lanes including land acquisition costs	70,000.
Streetlighting - various locations - modifications and upgrades generally in conjunction with road works	483,300.

E. Supplementary List

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>ESTIMATE</u>
McElroy Road	Dodson	Welbourn	59,600.
Seven Oaks Drive	South Bend	Delevan	16,500.
South Bend Road	Dodson	Seven Oaks	102,400.
Dodson Street	South Bend	McElroy	61,400.
Tragina Avenue	Main	82m south of Monterey	556,400.
Central Avenue	Summerhill	Parkdale	136,600.
Haddon Avenue	Westwood	Stroud	243,200.
Ratcliffe Court	Dunkirk	South End	79,600.
Macklin Avenue	drainage channel slope stabilization		180,000.
Macauley Street	John	Wellington	309,500.
Huntington Avenue	Brentwood	Kingslea	217,600.

January 25, 1993

URBAN/MUNICIPAL

CA4 ONHBL A05
CSIT6



CITY CLERK

1993

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

The Urban Municipal Collection
2nd Floor
Hamilton Public Library


1993 February 25

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1993 March 1
9:30 o'clock a.m.
Room 233, City Hall

URBAN MUNICIPAL
MAR 1993
GOVERNMENT OF CANADA


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. DELEGATION (9:30 o'clock a.m.)

Proposed Alleyway Closure: Glenfern Avenue (R-93-16)

2. CONSENT AGENDA

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

Hotz Environmental Services' Application to amend their Certificate of Approval for a Waste Disposal Site (Processing) File No. A100146

4. DIRECTOR OF TRAFFIC SERVICES

Levels of Various Parking Violation Fines (TEC-24(a)93)

5. CHIEF ADMINISTRATIVE OFFICER

Merging Fleet Services and City Garage

6. DIRECTOR OF PUBLIC WORKS/
CHIEF ADMINISTRATIVE OFFICER

Downsizing Sanitation Crews from Three Men to Two Men

7. SECRETARY - TRANSPORT AND ENVIRONMENT COMMITTEE

The Corporation of the Township of Gordon
- Refundable Cans and Bottles by the Beverage Industry

8. OTHER BUSINESS

9. ADJOURNMENT

TRANSPORT AND ENVIRONMENT COMMITTEE**OUTSTANDING ITEMS**

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. Main, Director of Traffic Services Services	Comprehensive Report Pending
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. Main Director of Traffic	Report Pending Public Meeting
3.	Corner Clearances - Intersection of Marion Avenue South and South Oval	1992 August 17	Mr. M. Main Director of Traffic	Report Pending - 6 months February, 1993
4.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Alderman M. Kiss	Tabled
5.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Alderman M. Kiss	Tabled
6.	That a four-way stop control intersection of Broker Drive and Brentwood Drive	1992 October 19	Mr. M. Main, Director Traffic Services	Report Back in April 93
7.	Reserved Parking for Physically Disabled	1992 November 2	Mr. J. G. Pavelka C.A.O.	Prepare Report
8.	Bay Street Closure	1992 November 30	Mr. M. Main, Director Traffic Services	Prepare Report
9.	Intersection of Goulding Avenue and San Pedro Drive Intersection/Corner Clearance	1993 February 1	Alderman F. D'Amico	Tabled for Delegation

Kevin C. Christenson, Secretary

1993 February 25

1.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 18
T103-03 (300) J. K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Alleyway Closure:
Glenfern Avenue (R-93-16)

RECEIVED
FEB 18 1993
CITY CLERKS

RECOMMENDATION:

That the application of R. Lees, agent for the owner of 139 Glenfern Avenue, to close the north/south alleyway from Glenfern Avenue to the east/west alleyway, be denied.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Should the Committee decide to approve this request, the following recommendations should apply:

- a) That the Commissioner of The Transportation/Environmental Services Group be directed to prepare a By-law to stop-up, close and sell the closed highway to the abutting owner.
- b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

Cont'd

Proposed Alleyway Closure:
Glenfern Avenue to the East/West Alleyway

Cont'd

- c) That the applicant register a reference plan under The Registry Act, the said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;
- d) That the Commissioner of The Transportation/Environmental Services Group be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;
- e) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.
- f) That the applicant provide an easement in favour of the Region for the existing 750mm combined sewer in the subject alleyway;
- g) That the applicant provide an easement in favour of Bell Canada for an existing plant in the subject alleyway.

BACKGROUND:

A request has been received from R. Lees, agent for the owner of #139 Glenfern Avenue, to close the abutting north/south alleyway from Glenfern Avenue to the north limit of the east/west alleyway, as shown on the attached drawing.

The applicant proposes to erect a single family dwelling on the property, for which the By-law requirements are a minimum width of 39.37' and a minimum area of 3875.01 square feet. The applicant is the abutting owner on both sides of the alley and a successful application for closure would provide the applicant with 42.0'.

The applicant's present property is 30.0' and therefore, should his application be unsuccessful, his option would be to apply to the Committee of Adjustment or to apply for rezoning of the area.

cont'd...

Proposed Alleyway Closure:
Glenfern Avenue to the East/West Alleyway

Cont'd

The applicant first requested the closure on August 28, 1992. That original request was to close the north/south alleyway from Glenfern Avenue southerly to the rear of #81 Mountain Avenue and the east/west alleyway from the north/south alleyway to the easterly limits of 116 Amelia Street.

Notice of the first closure request was sent to the affected municipal departments, utility companies and area residents requesting comments on the closure application. The results of that circularization are as follows:

a) Municipal Departments

No objections, however, the Environmental Services Department indicates that there is a 750mm combined sewer in the subject alleyway. The sewer cannot be abandoned and, therefore, an easement in favour of the Region must be provided for by the applicant, for the full width of the existing alley.

b) Utility Companies

No objections, however, Bell Canada indicates that a Bell plant is located in the subject alleyway and an easement in favour of Bell Canada must be provided for by the applicant.

c) Area Residents

Total number circularized 117

In Favour 4 Opposed 72 No response 41

The area residents felt that the character of the neighbourhood would be compromised if a building was constructed at this site. Others were concerned about already existing lack of on street parking and possible increase in traffic in the area.

On November 16, 1992 this Department sent a letter to R. Lees informing him that we were not prepared to recommend in favour of his request for closure due to the large number of negative responses from the residents. The applicant requested a meeting with Roads Department staff to discuss amending his original application.

cont'd...

-Page 4-
February 18, 1993

Proposed Alleyway Closure:
Glenfern Avenue to the East/West Alleyway

Cont'd

Subsequent to a meeting with the applicant and the owner, this Department sent a second closure request to the area residents on January 8, 1993. The second request was to close only the north/south alleyway from Glenfern to the north limits of the east/west alleyway, eliminating the request to close the east/west alleyway. As the easement requirements will remain the same, notice of the second request was not sent to the municipal departments and utility companies.

The results of the second circularization to area residents is as follows:

Total number circularized 117

In Favour 2 Opposed 60 No response 51

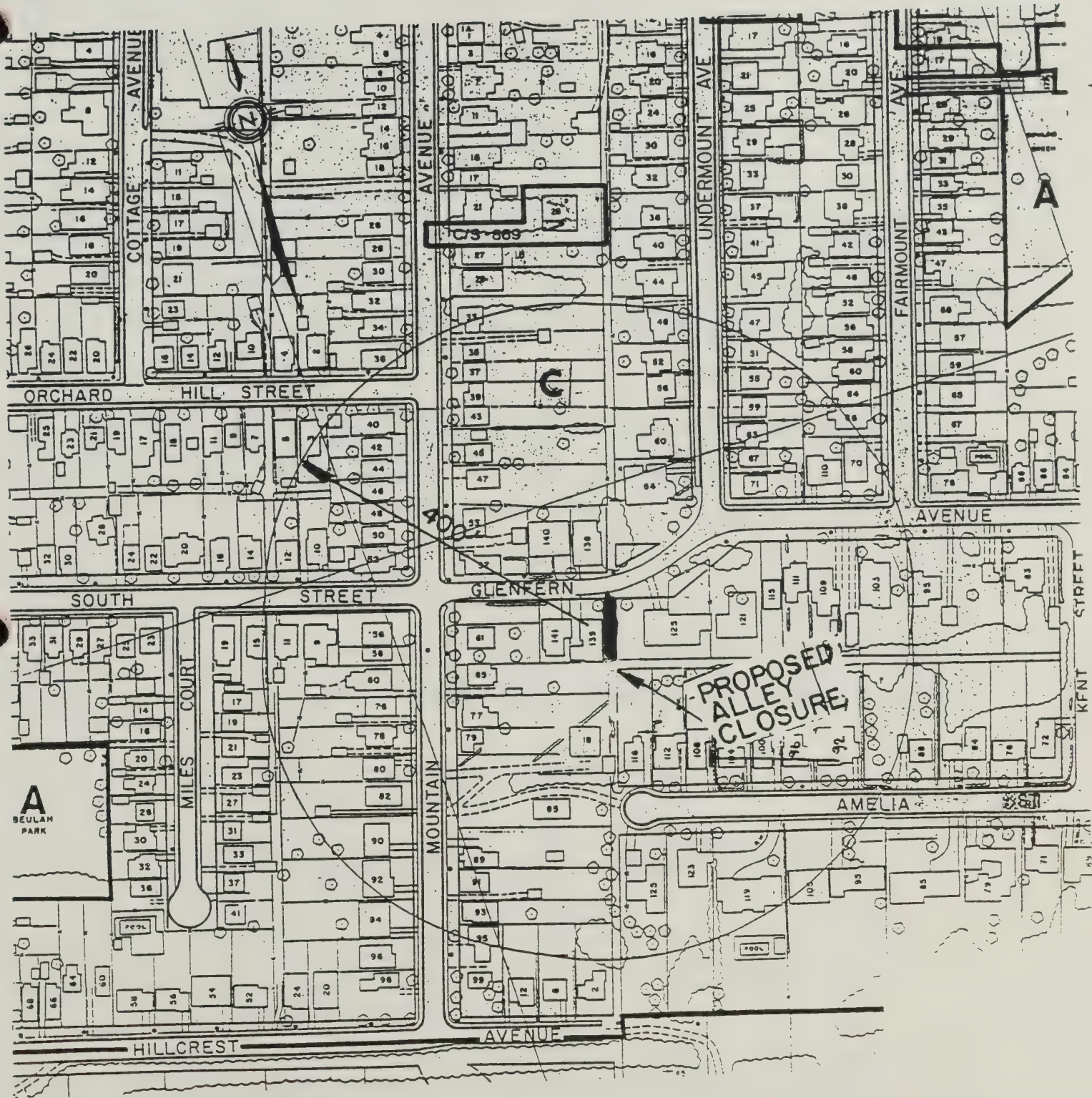
Once again the residents were concerned about the character of their neighbourhood. A further concern was that the subject area is fronting on a substandard section of the road. There are no sidewalks and the road narrows with a sharp turn in front of the proposed lot. The road allowance of Glenfern Avenue at this location is less than 40 feet. The residents also expressed an environmental and privacy concern as a number of mature trees would be lost to the proposed construction.

R. Lees was informed that due to the results of the second circularization, this Department could not recommend in favour of his request. R. Lees advised that he still wished to have the closure request submitted for consideration by the Committee.

Given that there are a number of planning issues involved with the proposal to build infill housing in a mature residential area, on a road allowance that is substandard in width, it is the opinion of staff that the application for alley closure should be denied. The applicant would still have the opportunity to either go to Committee of Adjustment or for a rezoning of the property, but these involve traditional planning processes which could ultimately be appealed to the Ontario Municipal Board.

JJC:

cc: Alderman, M. Kiss
cc: Alderman, T. Cooke
cc: M. Watson, Property Department (Real Estate)



LOCATION PLAN FOR
PROPOSED ALLEY CLOSURE

LEGEND



PROPOSED ALLEY CLOSURE

SCALE

FILE NO.

NORTH

Lena Ginsberg
125 Glenfern Ave.
Hamilton, Ont.
Canada L8P 2T9

Dear Mr. Christenson,

Please find enclosed a letter, map, photographs and 2 petitions (Nov-92 and Jan-93) regarding the proposed alleyway closure between 125 and 139 Glenfern Ave.

I would appreciate very much if you could give a copy of my letter, map and photos and petitions to every member of the committee. I would like the members to have a chance to see how unsuitable a house would be on that property and in that area.
Thank you for your cooperation.

Sincerely

Mrs. Lena Ginsberg
522-3112

Mrs. Lena Ginsberg
125 Glenfern Ave.
Hamilton, Ont.
L8P 2T9

Hamilton Feb. 5, 1993

TO WHOM IT MAY CONCERN,

Listed below are reasons why alleyway from Glenfern Ave. Southerly to the North limits of the East/West alleyway should NOT be closed to build a Single Family Dwelling.

1. Overwhelming opposition by the neighbourhood as shown by 2 petitions.(enclosed)
2. There is already high density in this area.
3. There is no need for another house on an already busy and dangerous part of the street. There are no sidewalks and the road narrows with a sharp turn right in front of the proposed buildinglot (see pictures 1 and 2 and enclosed map). There have been many accidents there, the last one on Jan. 22 1993. Mr. J. Singer of 138 Glenfern Ave. has had several accidents there and I have also had one.
4. It is doubtful that there is room for a driveway on such a small lot which means that additional cars parked on the road and increased traffic will only cause more danger.
5. The previous owner of 139 Glenfern Ave.,Mr. Leonard Williams, had this area beautifully landscaped for about 30 years, winning many Trillium awards (see pictures 3,4,5). It is still well maintained and beautiful for everyone to enjoy and should remain that way.
6. There are also many mature trees on the East part and back of the area which would have to be taken down if a house were to be built.
7. Some of these trees have provided privacy for several neighbours and my family and my house (125 Glenfern Ave. just East of proposed lot) since we moved here in 1973. (see pictures).
8. Since this is a small lot I assume that a house would have to be two storeys high. That means we would completely lose all privacy at our pool area with the trees gone. A house would also interfere with the late afternoon summer sun that we now enjoy at our pool. (pictures 9,10)
9. Our backyard has been flooded 4 times during heavy rainstorms with extensive damage to the exterior and interior of our house. The property is about 5 feet lower than the land to the West so if a house were to be built there even more run off water would collect in our backyard. (picture 7).
10. I have also been told that there is a trunk sewer and other services in this alleyway which should prevent a house from being built.

11. Our house was architecturally designed to conform with and suit the surrounding landscaping, especially to the West. This would all be lost if a house were to be built there. (pictures 5,6,7)

These are all important and serious reasons that affect not only myself but everyone living in this area. When Mr. Rosenblatt took possession of this property, he was aware of the situation with the alleyway and should have left it at that. To upset a whole neighbourhood for personal financial gain is simply unethical.

Mr. Rosenblatt does not live at 139 Glenfern Ave. and I doubt that he intends to live in the house he wants to build.

Mr. Williams had been told many years ago by City Hall that he was only allowed to landscape that area, never build on that lot. How can suddenly this seem to be possible now?

If the City and the neighbourhood want to open the alleyway to pedestrians, I would not object.

I suggest that the persons at City Hall who make the decision whether to close this alleyway or not, have a moral, social, environmental and political responsibility to all the taxpayers and residents of this neighbourhood who, as mentioned before, are overwhelmingly against it.

I sincerely hope there will be no more applications regarding this alleyway closure or proposed buildinglot.

WE DO NOT WANT IT !!!

Sincerely

Lena Ginzberg

THE FOLLOWING TAXPAYERS, ARE OPPOSED TO THE
 SHORE OF THE ALLEYWAY from N/S alleyway to
 westerly limit of 116 Amelia (Between 125 and 139 Glenfern,
 behind (S) of 125 Glenfern and behind (E) of 65 and 77
 (unfair))

NAME	ADDRESS
Ma Gintberg	125 Glenfern Ave
Myth Singer	138 Glenfern Ave
Ma Sahas	121 Glenfern Ave
Sahas.	121 Glenfern Ave.
J. Reays	64 Undermount Ave
Murphy	79 Mountain Ave
Viola	82 MOUNTAIN AVE
Frank Morgan	89 Mountain Ave
Ma Morgan	110 GLENFERN AVE.
Ma Kalmus	123 Glenfern Ave
Ma Kalmus	59 Undermount
Ma Kalmus	55 Undermount Ave
Ma Kalmus	55 Undermount Ave
Ma Kalmus	57, Mountain H.
Ma Kalmus	88 Amelia St.
Ma Kalmus	125 Amelia St.
Ma Kalmus	92 Amelia St.
Ma Kalmus	123 Amelia St.
Ma Kalmus	104 AMELIA ST.
Ma Kalmus	67 Undermount
Ma Kalmus	67 Undermount
Ma Kalmus	52 Undermount Ave
Ma Kalmus	56 Undermount Ave

Nov-78

THE FOLLOWING TAXPAYERS, ARE OPPOSED TO
 THE CLOSURE OF THE ALLEYWAY from N/S alleyway
 - easterly limit of 116 Amelia (Between 125 and 139
 ten feet, behind (S) of 139 ten feet and behind (E) of
 5 and 77 Mountain)

NAME	ADDRESS
John Phillips	73 Mountain Ave.
Nancy Phillips	75 Mountain Ave.
John Phillips	60 Mountain Ave.
John Phillips	140 Mountain Ave.
John Phillips	47 Mountain Ave.
John Phillips	46 Mountain Ave.
John Phillips	43 Mountain Ave.
John Phillips	50 Mountain Ave + 34 Mountain Ave.
John Phillips	34 Mountain Ave.
John Phillips	53 Mountain Ave.
John Phillips	47 Mountain Ave.
John Phillips	33 Mountain Ave.
John Phillips	38 Mountain Ave.
John Phillips	100 Amelia St.
John Phillips	108 Amelia St.
John Phillips	96 Amelia St.
John Phillips	70 Fairmount Ave.
John Phillips	66 Fairmount Ave.
John Phillips	66 Fairmount Ave.
John Phillips	52 Mountain Ave.
John Phillips	58 Mountain Ave.
John Phillips	75 Mountain Ave.
John Phillips	71 Fairmount Ave.

THE FOLLOWING TAXPAYERS, PRE OPPOSED TO THE
 SCORE OF THE RILEY WAY from N/S railway to east side
 of 116 Ramon (Between 125 and 137 Glenferrie Road (S) of
 Glenferrie and behind (E) of 65 and 27 Norwood)

Indicating to see
 to the
 to mine of

William
 Alan Denton
 Corrother Liggat
 Jan M. Tipton
 William

K. H. 20, Hill
 Eric Hill
 M. J. Hill
 Bob Morgan
 W. J. O'Hara
 U. Bennett
 M. Neil Spratt
 Carolyn Sakae

to back of 11 p.p.e.

60 Undermount Ave.

60 Undermount Ave

63 Undermount Avenue

59 Undermount Ave

47 Undermount

South St.

91 Amelia St

8 Hillcrest 7 Ave. HAM

12 Hillcrest Ave HAM

" " " "

109 Glenferrie Ave Ham

15 South Street HAM

11 South St Ham

10 South St

119 Amelia St. Ham

WE, THE FOLLOWING RESIDENTS AND TAXPAYERS,
ARE OPPOSED TO THE CLOSURE OF ALLEYWAY
FROM GLENFERN AVE SOUTHERLY TO THE NORTH LIMITS
OF THE EAST/WEST ALLEYWAY TO BUILD A HOUSE.

NAME	ADDRESS
Lena Gingsberg	125 Glenfern Ave
John	125 Glenfern Ave
Walter	96 Amelia St.
Robert	100 Amelia St
Sam	104 AMELIA ST.
Manni Kaplan	108 AMELIA ST.
Gusie Kaplan	108 amelia St.
Gura Goodman	112 Amelia St
Helen Luccin	116 Auden St
Joseph H. Minden	125 Amelia St.
Anne Minden	125 Amelia St.
Jean Gorman	70 Fairmount
Bette Hattick	103 Glenfern Ave.
Nathaniel Labatt	103 Glenfern Ave.
Robert Morgan	109 Glenfern Ave
Frank	110 GLENFERN AVE.
V. S. Koss	121 " " "
Ed Jones	" " "
Idue Aronson	71 Undermount Ave.
Mary Cunningham	67 Undermount Ave
Harry Cunningham	67 Undermount Ave
Harry Cunningham	67 Undermount Ave
Julia Hallingman	63 Undermount Ave.

WE, THE FOLLOWING RESIDENTS AND TAXPAYERS, ARE
OPPOSED TO THE CLOSURE OF ALLEYWAY FROM GLEN-
FERN AVE. SOUTHERLY TO THE NORTH LIMITS OF THE
EAST/WEST ALLEYWAY TO BUILD A HOUSE:

Marilyn Wright
Alan Bentley
W. G. Gorman
Phil Dineen
Mrs. Smith
W. S. L.
Ante G. J.
J. Singer
E. Singer
Don Zeller
Jo Zeller
Norma Grandon
W. J. G.
L. G.
A. J. G.
G. E. G.
Frank Morgan
Louise Morgan
Wm. J. G.
J. J. G.
Eric Hill
Marie J. Hill
C. K. G.
B. G.
J. G.

59 Undermount Ave
59 Undermount Ave
51 " "
52 " "
56 " "
60 Undermount Ave.
" "
138 Glenfern Ave
138 " "
140 Glenfern Ave
140 Glenfern Ave
57 Mountain Av.
56 Mountain Ave
62 Mountain Ave
60 Mountain Ave
76 Mountain "
89 Mountain Ave
89 Mountain Ave,
91 Mountain Ave.
91 Mountain Ave.
12 Hillcrest Ave
12 Hillcrest Ave.
92 Mountain Ave.
82 MOUNTAIN AVE
P. South St.

193
WE, THE FOLLOWING RESIDENTS AND TAXPAYERS, ARE
OPPOSED TO THE CLOSURE OF ALLEYWAY FROM GLEN-
FERN AVE SOUTHERLY TO THE NORTH LIMITS OF THE
EAST/WEST ALLEYWAY TO BUILD A HOUSE:

Ngall Spratt	10 South St.
By the Law	6 " "
Jorge Huether	50 Mountain Ave
Jorge Huether	34 Mountain Ave
Alfred Gabris	48 Mountain Ave.
* M. J. Janner	44 Mountain Ave.
M. Hamilton	38 Mountain Ave.
Phil B.	33 Mountain Ave
	33 Mountain Ave
Lora Clark	39 Mountain Ave.
M. Salayko	43 Mountain Ave.
D. Smith	53 Mountain Ave.
Lisa Levy	53 Mountain Ave.
Josh Kelly	88 Amelia St.
G. Feldman	88 Amelia St.
Robert Feldman	72 Amelia St.
Carolyn Larkins	92 Amelia St.
Betty Larkins	119 Amelia St.
Wm. Reed	123 Amelia St.
Phillips	85 Mountain Ave.
R. J. Janner	45 Mountain Ave
Christa Page	47 Mountain
Ted Janner	55 Undermount Ave.
	66 Fairmount Ave

WE, THE FOLLOWING RESIDENTS AND TAXPAYERS, ARE
 OPPOSED TO THE CLOSURE OF ALLEYWAY FROM GLEN-
 FERN AVE. SOUTHERLY TO THE NORTH LIMITS OF THE
 EAST/WEST ALLEYWAY TO BUILD A HOUSE:

NAME	ADDRESS
Barbara Dannon &	64 Fairmount Ave.
W. Kerry	60 — " —
D.R. Leggat	47 UNDERMOUNT AVE.
Shelia Dannon	48 Undermount Ave.
Bertie Dannon	47 Undermount Ave.
1. Colach Leggat	47 Undermount Ave.
Jody Orr	64 Undermount Ave.
M. John Keays	64 Undermount Ave.

CONSENT AGENDA

Transport and Environment Committee
Monday, 1993 March 1
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1993 February 1

B. DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

- (a) Park Street North between Barton Street West and Murray Street West (TEC-03-93)
- (b) Biggar Avenue (TEC-07-93)
- (c) James Street North (TEC-10-93)
- (d) Berkindale Drive between Bow Valley Drive and Rivercrest Road (TEC-12-93)
- (e) Ferguson Avenue North (TEC-21-93)
- (f) Napier Street between Pearl Street and Wellesley Street (TEC-23-93)
- (g) South Side of Brant Street, east of Birch Avenue (TEC--27-93)
- (h) North Side of Ferrie Street East between
John Street North and Catharine Street North (TEC-29-93)
- (i) East Side of Eastwood Avenue, south of Melvin Avenue (TEC-49-93)
- (j) Amherst Circle (TEC-50-93)
- (k) West Side of Tia Drive south of Nugent Drive (TEC-51-93)
- (l) East Side of Princeton Drive between Margate Avenue and Sherwood Rise (TEC-53-93)
- (m) South Side of Landron Avenue between Upper Kenilworth Avenue and Lockheed Drive
(TEC-54-93)

ii. **Neighbourhood Watch**

- (a) Neighbourhood Watch Program for the Parkview West Neighbourhood (TEC-22-93)
- (b) Neighbourhood Watch Program for the Rushdale Neighbourhood (TEC-44-93)

iii. Intersection Control

- (a) Intersection of Chesley Street and Harbottle Court (TEC-30-93)
- (b) Intersections of Village Road and Fairington Crescent and Village Road and Adorn Court (TEC-31-93)

iv. Loading Zone

- (a) No. 75 Smith Avenue - Request for a Wheelchair Loading Zone (TEC-26-93)
- (b) Request to Relocate a Wheelchair Loading Zone from No. 182 Province Street North to No. 193 Grosvenor Avenue North (TEC-28-93)
- (c) School Bus Loading Zone on Ravenbury Drive adjacent to Lincoln Alexander School (TEC-37-93)
- (d) No. 49 Royal Avenue - Request for Wheelchair Loading Zone (TEC-43-93)
- (e) School Bus Loading Zone on Belmont Avenue adjacent to Holy Name of Jesus School

v. Permit Parking

- (a) No. 509 Dunsmure Road - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident (TEC-33-93)
- (b) No. 61 William Street - Request for a Reserved "Permit Parking" space for a Disabled Resident (TEC-34-93)
- (c) No. 288 Montrose Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident (TEC-35-93)
- (d) No. 91 Gertrude Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident (TEC-36-93)
- (e) No. 81 Wexford Avenue North - Request for a Reserved Permit Parking Space for a Disabled Resident (TEC-42-93)
- (f) No. 192 Walnut Street South - Removal of a Reserved "Permit Parking" Space for a Disabled Resident (TEC-45-93)
- (g) No. 28 Tiffany Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident (TEC-46-93)
- (h) No. 241 Charlton Avenue West - Request for a Reserved "Permit Parking" Space for a Disabled Resident (TEC-47-93)
- (i) No. 185 Campbell Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident (TEC-55-93)

- vi. College Route - Removal of Bus Stops (TEC-14-93)
- vii. Installation of Parking Meters at Various Locations (TEC-18-93)
- viii. Intersections of Britannia Avenue at Glassco Avenue North
and Britannia Avenue at Adair Avenue North - Corner Clearances (TEC-20-93)
- ix. Appointment of Parking Control Officers (TEC-32-93)
- x. Intersection of Case Street and Lottridge Street - Corner Clearance (TEC-38-93)
- xi. No. 41 Isabel Avenue - Discharge of Residential Boulevard Parking Agreement (TEC-41-93)
- xii. Availability of Disabled Parking at No. 1 Hunter Street East (TEC-25-93)

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. **Street Closures - Temporary**
 - (a) MacNab Street Between King Street and Main Street (R-93-21)
 - (b) MacNab Street Between King Street and Main Street (R-93-24)
 - (c) YWCA Road Race (R-93-18)
- ii. **Advertent Encroachment**
 - (a) Access Ramp - Royal Connaught Hotel (R-93-22)
 - (b) Communication Cable Installation, Arvin Avenue (R-93-20)
- iii. **Encroachment Agreements**
- iv. **1993 Servicing Expenditures Related to Subdivisions**
- v. **1993 Maintenance Costs for Automatic Protection at Level Crossings (R-93-15)**
- vi. **Incorporating Certain City Lands into Various Streets By By-law**

D. DIRECTOR OF PROPERTY

Option to Purchase -
Parts 14 and 15, Reference Plan 62R-12439
Lands Required for Road Allowance - Proposed Carson Drive
Offer to Purchase
Parts 3, 4, 6, 7, 9 and 11, Reference Plan 62R-12439
Lands in Excess of Standard Road Allowance

E. MANAGER OF PURCHASING

- i. Supply and Delivery of Signal Heads, Traffic Department**
- ii. Slot Cutting of Asphalt and Concrete Roadways, Traffic Department**
- iii. Removal of Pavement Markings, Traffic Department**

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

Monday, 1993 February 1
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also present: Alderman T. Cooke
Alderman D. Ross
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. H. Solomon, Traffic Department
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Public Works Department
Ms. P. Noé Johnson, City Solicitor
Mr. L. King, Building Commissioner
Mr. M. Watson, Property Department
Mr. G. Aston, Transportation Services Department
Mr. J. Scarfone, Solicitor
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **355 MacNab Street North, Mr. J. Scarfone, Solicitor**

Due to the legal nature of the issue, the Committee agreed to go in camera.

Following a brief in camera session, the Committee moved out of camera.

Mr. J. Scarfone, addressed the Committee and explained his client's position on the alley to the rear of 355 MacNab Street North. Alderman Agro stated that he supported the alley access and had received a petition to re-open the alley. Subsequently, the Committee agreed that the information presented be taken under advisement.

(b) **School Crossing Guard - Mohawk Road East and Terrace Drive,
Mr. B. Castle, Principal, Ridgemount Elementary School**

The Committee agreed to table this item as the delegation was not present.

(c) **School Crossing Guard - St. Jerome's School, Alderman F. D'Amico**

Mr. Main spoke to the issue and reviewed the background of his report dated 1992 September 15. Ms. Shirley Mallory of 195 Limeridge Road West appeared before the Committee and distributed a hand-out entitled "Removal of Crossing Guard on Limeridge Road West - St. Jerome's School". She stated that she along with her delegation oppose the removal of the crossing guard at St. Jerome's School at Limeridge Road West. Ms. Theresa Scholl (Spelling ??) of 195 Limeridge Road West appeared before the Committee to oppose the removal of the Crossing Guard. She stated that she had a petition with 1,000 names on it in support of the delegation's position. Mr. James Lennon and Ms. Nora May also appeared before the Committee and spoke in favour of retaining the Guard at this location.

Following further discussion, the Committee approved the following recommendation:

- (a) That the School Crossing Guard located at the mid-block traffic signal on Limeridge Road West at St. Jerome's School, be retained.
- (b) That the Finance and Administration Committee be requested to recommend a method of financing for this School Crossing Guard.

(d) **1993 Consolidated User Fees
Overtime Parking Violation Increase -
Referred Back by the Committee of the Whole - 1993 January 12
Business Association Council**

The Committee was in receipt of a report dated 1993 January 26 from the Director of Traffic Services respecting levels of various parking violation fines.

Mr. Gord Thompson, 190 King Street East, appeared before the Committee representing the City B.I.A.'s. He stated that the B.I.A.'s were against the parking violation increase. He said that the fines were too high and would hurt the business community. He suggested that staff and the B.I.A.'s work together to look at a parking strategy for the business areas.

Following considerable discussion, the Committee approved the following recommendation:

That staff of the Traffic Services Department, the Parking Authority and the Community Renewal Section of Public Works meet with all of the B.I.A.'s within the City to discuss and better understand their concerns and problems with parking and to report back to the Transport and Environment Committee.

2. CONSENT AGENDA**A. MINUTES**

The minutes of the meeting held 1993 January 4 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICES**i. Parking Regulations****(a) Bond Street South between Arkell Street and Main Street West**

The Committee was in receipt of a report dated 1992 December 4 from the Director of Traffic Services respecting Bond Street South between Arkell and Main Street West.

The Committee approved the following recommendation:

- (a) That a "No Parking 8:00 a.m. to 4:00 p.m., Monday, to Friday" regulation be implemented on the west side of Bond Street South between Arkell Street and Main Street West; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) Bold Street between Bay Street South and Caroline Street South

The Committee was in receipt of a report dated 1992 December 15 from the Director of Traffic Services respecting Bold Street between Bay Street South and Caroline Street South.

The Committee approved the following recommendation:

- (a) That the existing "Three Hour Parking Time Limit; 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Bold Street between Bay Street South and Caroline Street South be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) King William Street between Steven Street and Tisdale Street North

The Committee was in receipt of a report dated 1992 December 22 from the Director of Traffic Services respecting King William Street between Steven Street and Tisdale Street North.

- (a) That a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of King William Street between Steven Street and Tisdale Street North; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Parking Restrictions on Bond Street adjacent to G.R. Allan School**

The Committee was in receipt of a report dated 1992 December 23 from the Director of Traffic Services respecting parking restrictions on Bond Street adjacent to G.R. Allan School.

The Committee approved the following recommendation:

- (a) That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Bond Street commencing at a point 75 feet north of the north curb line of Glen Road (east leg) and extending to a point 20 feet south of the south curb line of Glen Road (east leg); and
- (b) That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Bond Street commencing at a point 60 feet north of the north curb line of Glen Road (east leg) and extending to a point 54 feet south of the south curb line of Glen Road (east leg); and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Columbia Drive and Tyne Place**

The Committee was in receipt of a report dated 1992 December 23 from the Director of Traffic Services respecting Columbia Drive and Tyne Place.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Columbia Drive commencing at the north leg of Tyne Place and extending to Bendamere Avenue; and
- (b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Tyne Place from end to end; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Rodgers Road between King Street East and Normandy Road**

The Committee was in receipt of a report dated 1993 January 11 from the Director of Traffic Services respecting Rodgers Road between King Street East and Normandy Road.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on both sides of Rodgers Road between King Street East and Normandy Road be replaced with a "No Stopping" regulation; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

- (g) **Apartment Building at No. 95 Arkledun Avenue**
- Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1993 January 7 from the Director of Traffic Services respecting the apartment building at No. 95 Arkledun Avenue.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue upon request one Time Limit Exemption Permit to each of the first three eligible applicants residing in the apartment building at No. 95 Arkledun Avenue.

- (h) **Apartment Building at No. 226 1/2 James Street North**
- Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1993 January 11 from the Director of Traffic Services respecting the apartment building at No. 226 1/2 James Street North.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first five eligible applicants residing in the apartment building at No. 226 1/2 James Street North.

- (i) **No. 590 East 27th Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 January 11 from the Director of Traffic Services respecting No. 590 East 27th Street.

The Committee approved the following recommendation:

- (a) That in conjunction with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the west side of East 27th Street commencing at a point 31 feet north of Mohawk Road and extending to a point 20 feet northerly therefrom and on the east side of East 27th Street commencing at a point 30 feet north of Mohawk Road and extending to a point 19 feet northerly therefrom; and

- (b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Strauch, 590 East 27th Street; and

- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

- (j) **No. 179 Cochrane Road - Request for Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1993 January 18 from the Director of Traffic Services respecting No. 179 Cochrane Road.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., Monday to Saturday" regulation be implemented on the east side of Cochrane Road commencing at a point 97 feet south of Central Avenue and extending to a point 22 feet southerly therefrom; and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(k) **No. 15 Foster Street - Request for a Reserved Permit Parking Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 January 18 from the Director of Traffic Services respecting No. 15 Foster Street - Request for a Reserved Permit Parking Space for a Disabled Resident.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Foster Street commencing at a point 180 feet west of Ferguson Avenue South and extending to a point 25 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Kathleen Diletti, 15 Foster Street; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(l) **No. 175 Ferrie Street East - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 January 18 from the Director of Traffic Services respecting the No. 175 Ferrie Street East.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Ferrie Street East commencing at a point 68 feet west of Ferguson Avenue North and extending to a point 23 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Kathleen Wintemute, No. 175 Ferrie Street East; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Park Street South between Robinson Street and Charlton Avenue West - Loading Zone Revision**

The Committee was in receipt of a report dated 1993 January 18 from the Director of Traffic Services respecting Park Street South between Robinson Street and Charlton Avenue West.

The Committee approved the following recommendation:

- (a) That the existing "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Park Street South which commences at a point 101 feet south of Robinson Street and extends to a point 40 feet southerly therefrom be revised, such that the regulation will be in effect Monday to Friday; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(n) **School Bus Loading Zone on
Acadia Drive adjacent to St. Jean de Brebeuf School**

The Committee was in receipt of a report dated 1992 December 18 from the Director of Traffic Services respecting a school bus loading zone on Acadia Drive adjacent to St. Jean de Brebeuf School.

The Committee approved the following recommendation:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Acadia Drive, commencing at a point 24 feet south of Butler Drive and extending 400 feet southerly be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(o) **School Bus Loading Zone on
Colcrest Street adjacent to St. Agnes School**

The Committee was in receipt of a report dated 1993 January 4 from the Director of Traffic Services respecting a school bus loading zone on Colcrest Street adjacent to St. Agnes School.

The Committee approved the following recommendation:

- (a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Colcrest Street commencing at a point 118 feet east of the east curb line of Seabrooke Drive and extending to a point 40 feet easterly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersection of Eva Street and Eaglewood Drive**

The Committee was in receipt of a report date 1992 December 17 from the Director of Traffic Services respecting the intersection of Eva Street and Eaglewood Drive.

The Committee approved the following recommendation:

- (a) That northbound traffic on Eva Street be required to stop for eastbound and westbound traffic on Eaglewood Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Edgevale Road and Paradise Road North**

The Committee was in receipt of a report dated 1992 December 30 from the Director of Traffic Services respecting the intersection of Edgevale Road and Paradise Road North.

The Committee approved the following recommendation:

- (a) That four-way stop control be implemented at the intersection of Edgevale Road and Paradise Road North; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. Corner Clearances**(a) Intersection of Goulding Avenue and San Pedro Drive**

The Committee was in receipt of a report dated 1992 December 16 from the Director of Traffic Services respecting the intersection of Goulding Avenue and San Pedro Drive.

The Committee agreed that this item be tabled in order that a delegation appear at the next meeting of the Transport and Environment Committee.

(b) West Side of Sherman Avenue South, north of Cumberland Avenue

The Committee was in receipt of a report dated 1993 January 4 from the Director of Traffic Services respecting the west side of Sherman Avenue South, north of Cumberland Avenue.

The Committee approved the following recommendation:

(a) That parking be prohibited on the west side of Sherman Avenue South between Cumberland Avenue and at a point 105 feet northerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) North Side of Guildwood Drive, east of Upper Horning Road

The Committee was in receipt of a report dated 1993 January 4 from the Director of Traffic Services respecting the north side of Guildwood Drive, east of Upper Horning Road.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the north side of Guildwood Drive commencing at Upper Horning Road and extending to a point 70 feet easterly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. Discharge of Residential Boulevard Parking Agreement**No. 336 Victoria Avenue North**

The Committee was in receipt of a report dated 1993 January 8 from the Director of Traffic Services respecting No. 336 Victoria Avenue North.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 197126 C.D. to the property at No. 336 Victoria Avenue North be discharged, at the property owner's expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

v. **Neighbourhood Watch Program**

Neighbourhood Watch Program for the Blakely Neighbourhood

The Committee was in receipt of a report dated 1993 January 18 from the Director of Traffic Services respecting a neighbourhood watch program for the Blakely Neighbourhood.

The Committee approved the following recommendation:

- (a) That the Blakely Neighbourhood be designated as a Neighbourhood Watch Area; and
- (b) That Neighbourhood Watch signs for the Blakely Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- (c) That the necessary funds be charged to Account No. CH55301 75030 (Neighbourhood Watch Program).

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. **Rescind Alley Closure:**

North of Fennell Avenue Between East 26th Street and East 27th Street

The Committee was in receipt of a report dated 1993 January 20 from the Senior Director of Roads respecting rescinding an alley closure: north of Fennell Avenue between East 26th Street and East 27th Street.

The Committee approved the following recommendation:

That Section 40 of the FOURTEENTH Report of the Transport and Environment Committee, adopted by City Council on 1989 August 29, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1980, on behalf of C. Lam Lew, for an order closing the unassumed North/South Alley from Fennell Avenue East to 30.10 m northerly, between East 26th Street and East 27th Street, be rescinded in its entirety.

ii. **Rescind Alley Closure:**

First Alley North of Main Street Between New Street and Strathcona Avenue

The Committee was in receipt of a report dated 1993 January 20 from the Senior Director of Roads respecting rescinding an alley closure: first alley north of Main Street between New Street and Strathcona Avenue.

The Committee approved the following recommendation:

That Section 15 of the FIRST Report of the Transport and Environment Committee, adopted by City Council on 1987 January 13, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1980, on behalf of Mor Car Wash Systems, for an order closing the East Part of the First Alley North of Main Street between New Street and Strathcona Avenue, from the North South alley to 11.07 m easterly, on 1986, October 8, be rescinded.

iii. **Rescind Alley Closure:
Rear of 640 Upper James Street**

The Committee was in receipt of a report dated 1993 January 21 from the Senior Director of Roads respecting rescinding alley closure: rear of 640 Upper James Street.

The Committee approved the following recommendation:

That Section 17 of the NINETEENTH Report of the Transport and Environment Committee, adopted by City Council on 1989 November 28, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1980, on behalf of Rinberto Construction Limited, for an order closing a portion of the unassumed alley south of Fennell Avenue West, at the rear of 640 Upper James Street, from two feet south of the north property line, to the north property line of 642 Upper James Street, be rescinded.

iv. **Proposed Walkway Closure: Janet Court**

The Committee was in receipt of a report dated 1993 January 18 from the Senior Director of Roads respecting the proposed walkway closure: Janet Court.

The Committee approved the following recommendation:

- (a) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the stopping-up and closing of the public walkway in the Kentley Neighbourhood, between 71 and 75 Janet Court;
- (b) That the Commissioner of Transportation/Environmental Services be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1990, of City Council's intention to pass the by-law;
- (c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;
- (d) That the Commissioner of Transportation/Environmental Services register a reference plan under the Registry Act, to delineate the manner in which the closed lands are to be distributed to the abutting owners;
- (e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Act;
- (f) That an easement be provided in favour of the Region for the existing storm sewer and catch basin within the walkway right-of-way;
- (g) That, upon enactment of the by-law to close the walkway, Landmart Building Corp., owner of Eastgate Heights, be relieved of the obligation of constructing the walkway from the west limit of the plan of subdivision to Eastgate Court.

v. **Banner Application - Volunteer Centre of Hamilton**

The Committee was in receipt of a report dated 1992 December 18 from the Senior Director of Roads respecting a banner application for the Volunteer Centre of Hamilton.

The Committee approved the following recommendation:

That the application of L. Weaver, agent for the Volunteer Centre of Hamilton and District (206-627 Main Street East, Hamilton L8M 1J5), to display a promotional banner across Main Street West in front of City Hall from 1995 April 17 to 1995 April 24, with the message "Volunteers - The Heart of Hamilton", be approved.

vi. **Incorporating Certain City Lands into Various Streets by By-law**

The Committee was in receipt of a report dated 1993 January 20 from the Senior Director of Roads respecting incorporating certain City lands into various streets by By-law.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the street in order to complete the final street width or provide access and hook-ups to newly registered subdivision developments:

Upper Wentworth Part 12 Plan 62R-11311

Towercrest Drive Part 1 Plan 62R-12227

- (b) That the by-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

vii. **Bell Canada Servicing in the "Wheten Court" Subdivision**

The Committee was in receipt of a report dated 1993 January 19 from the Senior Director of Roads respecting Bell Canada Servicing in the "Wheten Court" Subdivision.

The Committee approved the following recommendation:

That the Mayor and City Clerk be authorized and directed to execute a "Letter of Understanding" agreement with Bell Canada which requires the City to provide trenches for the installation of underground telephone utilities at the City's cost within the "Wheten Court" subdivision.

viii. **Bilingual Signing - Provincial Highway System**

The Committee was in receipt of a report dated 1993 January 4 from the Senior Director of Roads respecting bilingual signing - Provincial Highway System.

The Committee approved the following recommendation:

That the Ministry of Transportation, Ontario, be advised that the City of Hamilton will be retaining existing names for all City Streets which intersect with the Provincial Highway System.

D. **CITY SOLICITOR**

The Committee was in receipt of a report dated 1993 January 13 from the Senior Director of Roads respecting the enactment of a by-law local regarding local improvements of sidewalks on Upper Sherman Avenue.

The Committee approved the following recommendation:

That City Council enact the by-law to authorize construction of local improvements of sidewalks on Upper Sherman Avenue approximately 35 m north of Limeridge Road to approximately 26 m northerly.

E. DIRECTOR OF PROPERTY**i. Option to Purchase Agreement - Roadway Purposes
631 Rymal Road West - Rear Land, Russell and Muriel McCrory
Proposed Extension of Upper Paradise Road**

The Committee was in receipt of a report dated 1993 January 21 from the Director of Property respecting an Option to Purchase Agreement - Roadway Purposes, 631 Rymal Road West - Rear Land, Russell and Muriel McCrory, Proposed Extension of Upper Paradise Road.

Alderman F. D'Amico declared a conflict of interest as his father is a mortgage holder for the property in question.

The Committee approved the following recommendation:

- (a) That an Option to Purchase Agreement by the City, duly executed by the owners, Russell and Muriel McCrory, on 1993 January 19 and scheduled for closing on or before 1993 April 7, for a portion of land situated in the Regional Municipality of Hamilton-Wentworth, composed of part of Lot 1, Concession 1, having a width of 20.060 metres (65.814 feet) more or less, by a depth of 55.590 metres (182.382 feet) more or less, being irregular in shape and comprising a total area of 0.099 hectares (0.245 acres) more or less, more particularly described as vacant rear land of the property known municipally as 631 Rymal Road West and designated as Parts 7 and 8 on Reference Plan 62R-12388, be approved and completed, and the purchase price of \$29,400. be charged to Account No. CH5X303 00107 (Reserve for Services Through Unsubdivided Lands).
- (b) That, as the amount of \$2. has been paid to the owner pursuant to the agreement, this amount be deducted from the purchase price.

**ii. Conveyance of Land from Ontario Hydro
Required for Public Walkway and Sewer Purposes
Part 2, Plan 62R-12480, Acadia Drive**

The Committee was in receipt of a report dated 1993 January 22 from the Director of Property respecting the conveyance of land from Ontario Hydro required for public walkway and sewer purposes, Part 2, Plan 62R-12480, Acadia Drive.

The Committee approved the following recommendation:

- (a) That the City of Hamilton accept title from Ontario Hydro of a parcel of land known as part of Lot 10, Concession 8, formerly in the Township of Barton, now in the City of Hamilton, Regional Municipality of Hamilton-Wentworth, and designated as Part 2, Plan 62R-12480, with an area of approximately 632 square metres, which property is being dedicated to the City by Rymal Square Developments Inc.. This land is required by the developer for Regional sewer purposes to his adjacent subdivision. The developer's lawyer will certify to the City title of the land being dedicated. The City also requires this land for public walkway purposes.
- (b) That the developer must ensure that all construction equipment working on the lands maintain a clearance of at least 4.5 metres to the nearest overhead transmission line conductor, up to and including 230 kV. For transmission lines over 230 kV, a 6.0 metre clearance must be maintained.
- (c) That land being conveyed from Ontario Hydro be subject to an easement in favour of Ontario Hydro, executed by Ontario Hydro, the City of Hamilton and the developer, incorporating the following:
 - i. That the developer will be responsible for the completion of any applications and the costs thereof and also pay all costs to comply with any conditions thereby imposed.

- ii. That upon completion of construction of the sewers, the developer must satisfactorily restore the subject lands, together with any additional Ontario Hydro lands which may be damaged during construction for this project. In this regard, the developer will be required to contact Ontario Hydro, Central Region, to arrange for final inspection of the property.
 - iii. That the developer must give two (2) working days notice prior to construction, and in this regard, complete a "Notice of Entry" form. In the event that safety supervision is deemed necessary by Ontario Hydro, any charges in this regard will be the responsibility of the developer.
 - iv. That no lighting standards are to be erected on the lands without the prior approval of Ontario Hydro.
 - v. That the developer will be liable for 100% of the total costs of any necessary revision or relocation of Ontario Hydro plant.
- (d) That the City of Hamilton open by by-law, as a public walkway, the said lands dedicated to the City shown as Part 2 on Reference Plan 62R-12480.
 - (e) That the Senior Director, Transportation Services Department, be authorized and directed to prepare and register the by-law in order to establish the lands known as Part 2, Reference Plan 62R-12480, as a public walkway, immediately following the conveyance to the City of these lands.
 - (f) That the Mayor and City Clerk, be authorized and directed to execute all of the required documents for this project.

F. MANAGER OF PURCHASING

i. Annual Supply of Aggregates, Public Works Department

The Committee was in receipt of a report dated 1993 January 14 from the Manager of Purchasing respecting the annual supply of Aggregates, Public Works Department.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of Aggregates as and when required during 1993 by the Public Works Department tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and be financed through Stock Materials Account No. CH56197 60999, as follows:

Lakeview Sand & Gravel Ltd., Paris

Granular 'A'	\$ 7.40
19mm Clear	8.90
19mm Crusher Run	7.60

Cayuga Materials & Construction, Simcoe

6.4mm and 9.5mm Chips Washed	11.25
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TCG Materials, Brantford

6.4mm chips Washed	11.25
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GST and PST extra where applicable. Prices per tonne, delivered.

ii. **Annual Supply and Delivery of Mixed Portland Cement Concrete, Public Works Department**

The Committee was in receipt of a report dated 1993 January 15 from the Manager of Purchasing respecting the annual supply and delivery of mixed portland cement concrete, Public Works Department.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of Mixed Portland Cement Concrete as and when required during 1993 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Dufferin Concrete Products, Hamilton</u>	<u>Delivered</u>	<u>Picked up</u>
Sidewalk, Curb & Roadway Concrete	\$96.60	\$90.00
Valve Chambers CB's & Manholes	96.60	90.00
Unshrinkable Fill	42.60	38.00

<u>Independent Ready Mix Concrete, Hamilton</u>		
Sidewalk, Curb & Roadway Concrete	92.90	89.90
Valve Chambers CB's & Manholes	92.90	89.90

GST and PST extra where applicable. Prices per tonne.

iii. **Annual Supply of Asphaltic Concrete and Bituminous Materials, Public Works Department**

The Committee was in receipt of a report dated 1993 January 15 from the Manager of Purchasing respecting the annual supply of asphaltic concrete and bituminous materials, Public Works Department.

The Committee approved the following recommendation:

That purchase orders be issued for the supply of Asphaltic Concrete and Bituminous Materials as and when required during 1993 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Cayuga Materials & Construction, Simcoe</u>	
HLS 030 Steel Slag	\$42.50
Asphalt Surface Course H.M.3	41.50
Asphalt Binder Course H.M.5	36.75
Liquid Asphalt Cement	3.00 litre

<u>Standard Asphalt, Hamilton</u>	
HLS 030 Steel Slag	38.00
Asphalt Surface Course H.M.3	40.00
Asphalt Binder Course H.M.5	36.00
Cold Laid Patching Material	59.60
Liquid Asphalt Cement	2.50 litre
Hot Liquid Asphalt	3.50 litre

<u>Norjohn Limited, Thorold</u>	
Cationic Emulsion CRS-2	delivered 0.2497 litre

<u>Hydrotech Membrane, Richmond Hill</u>	
Crack Sealing Material	delivered 0.31 per pound

GST and PST extra where applicable. Prices per tonne, picked up, unless otherwise specified.

G. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEEi. **Information Reports**

The Committee was in receipt of a report dated 1993 January 26 from the Secretary, Transport and Environment Committee respecting Information Reports.

The Committee approved the following recommendation:

That the following information items previously distributed to the Committee, be received.

Date	From	Subject	Date Distributed
1993 January 6	Doug Lobo Director of Public Works	1993 Street Tree Trimming Programme	1993 January 22
1993 January 19	Murray F. Main Director of Traffic Services	Mohawk Road East at East 25th Street - School Crossing Guard TEC-13-93	1993 January 25
1993 January 19	E. M. Gill Senior Director Roads Department	PaRCIL PROJECT	1993 January 26

Kevin C. Christenson, Secretary
1993 January 26

ii. **Ontario Traffic Conference Annual Convention
1993 May 2 to May 5, Windsor, Ontario**

The Committee was in receipt of a report dated 1993 January 25 from the Secretary, Transport and Environment Committee respecting the Ontario Traffic Conference Annual Convention 1993 May 2 to May 5, Windsor, Ontario.

The Committee approved the following recommendation:

- (a) That the Chairman or his designate be authorized to attend the Ontario Traffic Conference Annual Convention to take place on 1993 May 2 to May 5, Windsor, Ontario.
- (b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1993 Operating Budget.

iii. **Ontario Good Roads Association Annual Conference
1993 February 21 to February 24**

The Committee was in receipt of a report dated 1993 January 25 from the Secretary, Transport and Environment Committee respecting the Ontario Good Roads Association Annual Conference, 1993 February 21 to February 24.

The Committee approved the following recommendation:

- (a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association Annual Conference to take place on 1993 February 21 to February 24, Toronto, Ontario.
- (b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1993 Operating Budget.

3. DIRECTOR OF TRAFFIC SERVICES/DIRECTOR OF PROPERTY**Provision of Computerized Inventory Control System - Traffic Operation Centre**

The Committee was in receipt of a report dated 1993 January 19 from the Director of Traffic Services and the Director of Property respecting the provision of computerized inventory control system at the Traffic Operations Centre.

The Committee approved the following recommendation:

- (a) That the Traffic Department be authorized to purchase the equipment necessary to provide computerized monitoring of inventory and bar coding of stock items at the Traffic Operations Centre; and
- (b) That funding for this project, be allocated from the Capital fund for the construction of the Traffic Operations Centre, Account No. CF758841001.

4. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**1993 User Fees for Encroachments on City of Hamilton Road Allowances**

The Committee was in receipt of a report dated 1993 January 22 from the Senior Director of Roads respecting the 1993 User Fees for Encroachments on City of Hamilton Road Allowances.

Alderman Jackson questioned the active encroachments on road allowance initial fee figures as presented, stating that the figure of \$178.73 should be rounded off.

Subsequently, the Committee agreed that the fees be increased from \$178.73 to \$180. The Committee then discussed the proposed implementation date of 1993 January 1. Subsequently, the Committee agreed that the implementation should not take effect until City Council approves the 1993 User Fees for Encroachments on City of Hamilton Road Allowances.

The Committee then approved the following recommendation:

That the 1993 User Fees for encroachments on City of Hamilton Road Allowances attached hereto as Appendix "A", be approved.

***Alderman V. J. Agro recorded opposed.**

5. DIRECTOR OF PUBLIC WORKS**1993 Proposed Road and Sidewalk Capital Improvement Programme**

The Committee was in receipt of a report dated 1993 January 27 from the Director of Public Works respecting the 1993 Proposed Road and Sidewalk Capital Improvement Programme.

A revised Schedule "A" of this Road and Sidewalk Capital Improvement Programme was distributed to the Committee.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the 1993 Road and Sidewalk Capital Improvement Programme in the amount of seven million dollars (\$7,000,000.) attached hereto as Appendix "B", be approved; and,

- (b) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all the necessary approvals have been received; and,
- (c) That the Commissioner of Transportation/Environmental Services prepare the necessary by-laws and the City Clerk be authorized and directed to advertise these by-laws as required by Section 300 of the Municipal Act of the City's intention to proceed with the altering of the following streets:
 - i. Mount Albion Road from approximately 90 m north of Albright Road to approximately 110 m south of Albright Road - widening to provide a left turn lane.
 - ii. Sanders Boulevard from West Park Avenue to Norfolk Street - road narrowing.
- (d) That the Director of Property be authorized and directed to negotiate the purchase of the land required for the widening of the Mount Albion and Albright Road intersection.

6. MANAGER OF PURCHASING

Collection of Compacted Garbage from Apartment Buildings - 60 month term ending 1998

The Committee was in receipt of a report (added starter) dated 1993 January 21 from the Manager of Purchasing respecting the collection of compacted garbage from apartment buildings - 60 month term ending 1998.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That, upon receipt of Ontario Municipal Board approval, a purchase order be issued to WMI-Waste Management of Canada Inc., Stoney Creek, in the amount of \$0.635 per unit per month, GST extra at 7%, for a sixty month term to commence 1993 April 1 for the Collection of Compacted Garbage from Apartment Buildings, being the lowest of six acceptable proposals received in accordance with specifications issued by the Manager of Purchasing and Vendor's proposal.
- (b) That the City Solicitor be authorized to obtain Ontario Municipal Board approval of the awarding of this contract as it exceeds the term of this present City Council.
- (c) That a contract be entered into satisfactory to the City Solicitor.
- (d) That this expenditure be financed through Garbage Disposal Account budgeted for 1993.

7. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1993 February 1

2011x2

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

TEL 28 1071

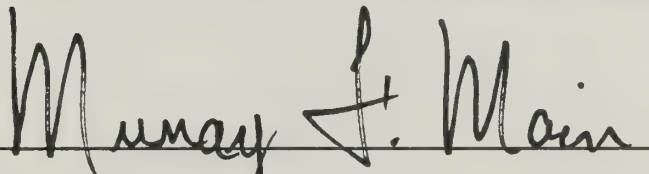
CITY CLERKS

SUBJECT:

Park Street North between Barton Street West and Murray Street West - Parking Regulations. (TEC-03-93)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Park Street North between Barton Street West and Murray Street West; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

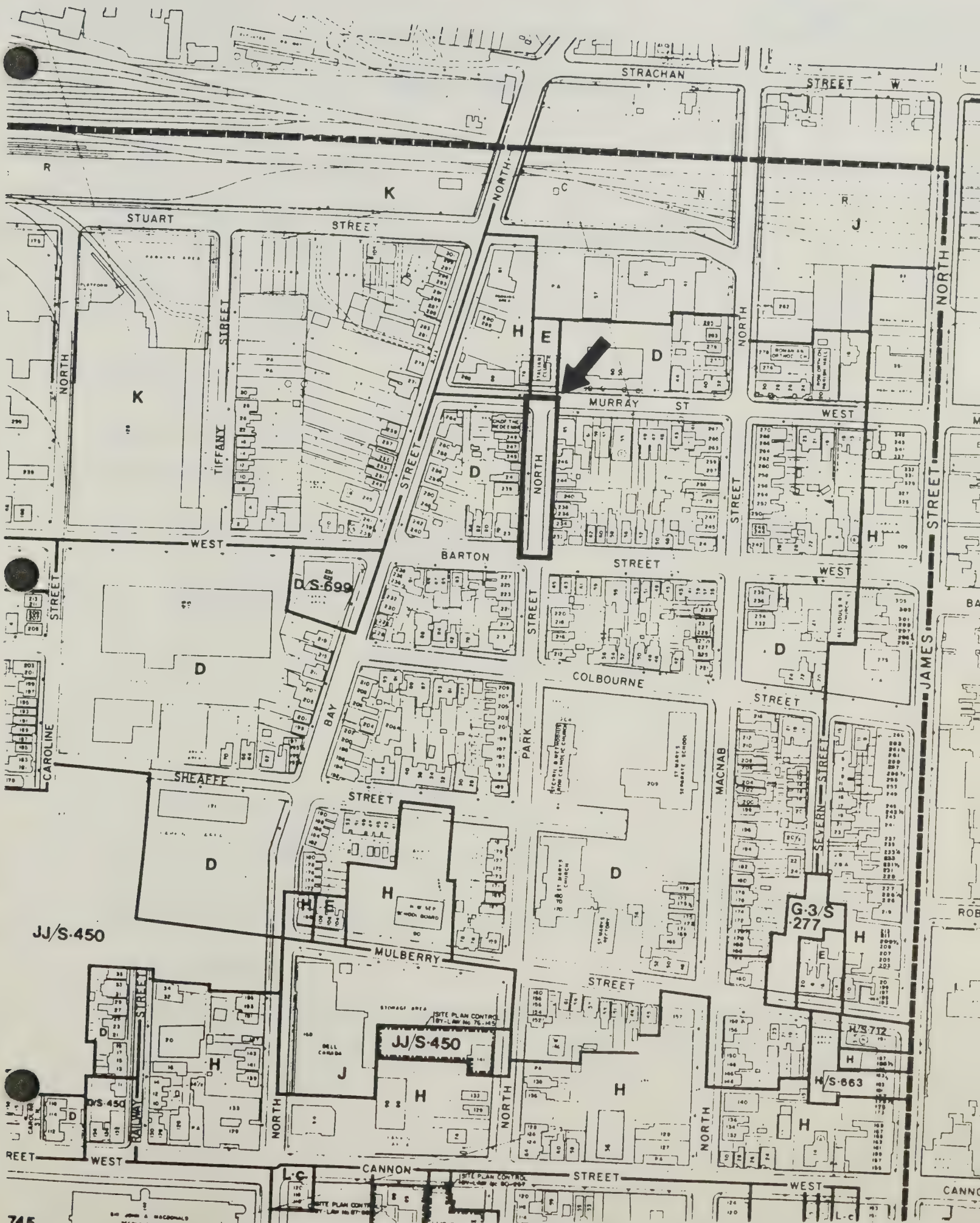
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge from each parking permit would off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 10 of the 12 one, two and three family dwellings abutting Park Street North between Barton Street West and Murray Street West, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of the street in this block. All of the abutting residents who signed the petition are in favour of the requested regulation.

Park Street North has a 30 foot pavement width, and presently, there is unrestricted parking on the east side and a "No Parking" regulation on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of the doctor's office at No. 231 Park Street North. The implementation of the requested regulation would not seriously inconvenience employees of the doctor's office since there is unrestricted parking on the west side of Park Street one block to the south and on other nearby streets. Short-term parking by patients of this doctor's office would still be permitted in the requested one hour parking time limit area. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit regulation. Therefore, since 83 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.

MT
MT/CVB/ks



2(BXIB)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 20

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Biggar Avenue - Parking Regulations. (TEC-07-93)

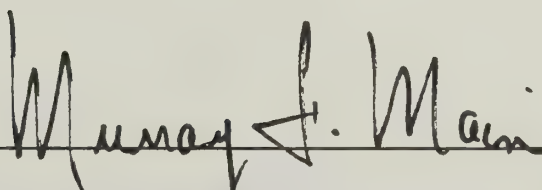
RECEIVED

FEB 11 1993

CITY CLERK

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the north side of Biggar Avenue commencing at Lottridge Street and extending to a point 293 feet westerly therefrom be revised, such that a 20 foot section of unrestricted free parking can be implemented from 179 feet west of Lottridge Street to a point 20 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:



Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

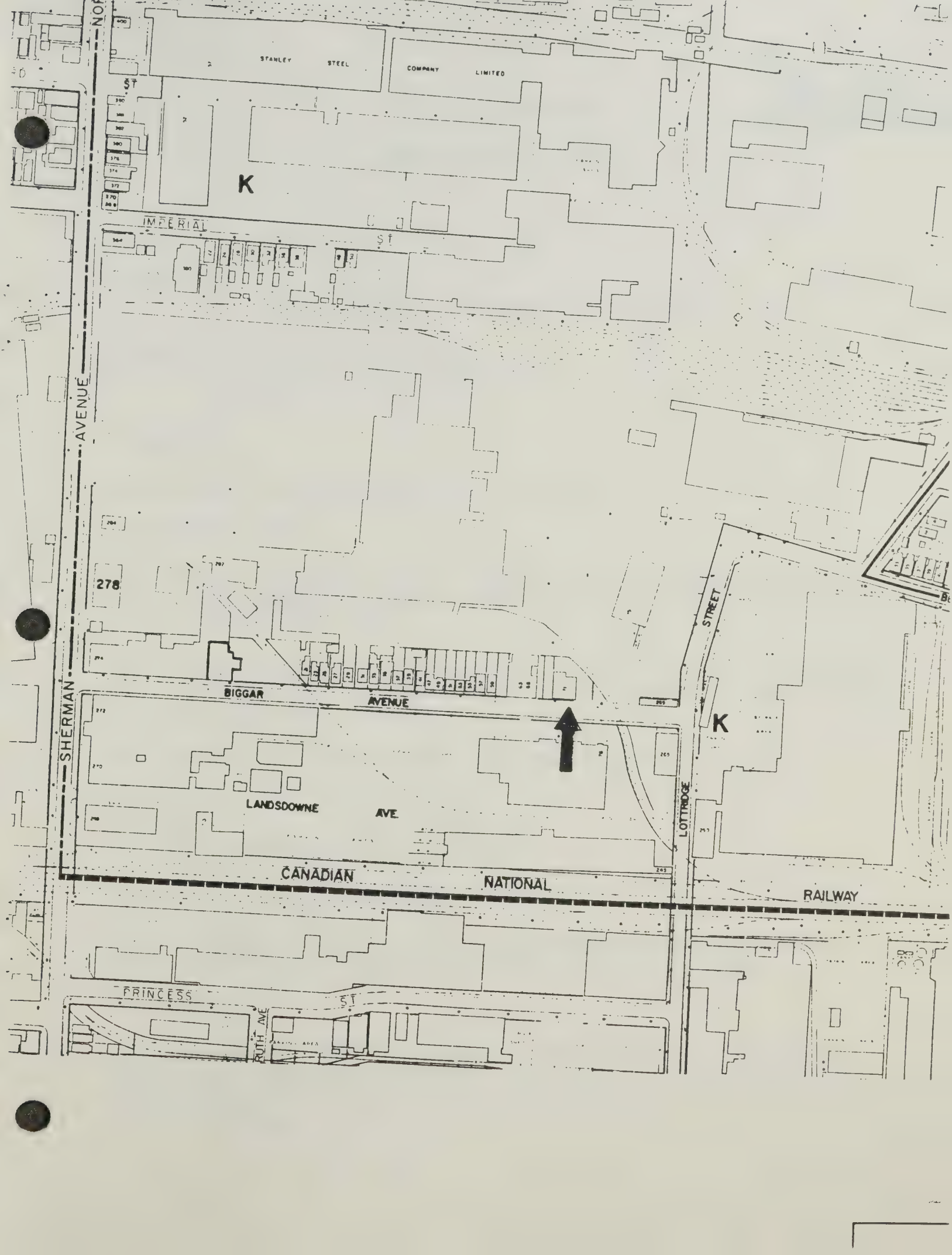
BACKGROUND:

The Traffic Department has received a letter from Neil Mandel, President of F.M. Page and Sons Inc., 71 Biggar Avenue, requesting an investigation into the feasibility of providing additional on-street parking in front of his business for employees and/or customers.

Biggar Avenue has a 30 foot pavement width, and presently, parking is prohibited on both sides of the street except for a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in the middle of the block. The "No Parking" regulation on the north side of the street, immediately east of the time limit regulation is required to facilitate access by trucks into the industrial businesses on the south side of the street in this area.

An investigation has revealed that one additional on-street parking space could be provided on the north side of the street by removing a 20 foot section of the existing "No Parking" regulation in front of the business. The applicant has advised that he would prefer this area to be left unrestricted such that long-term parking may occur. The removal of this portion of the parking prohibition will not interfere with truck movements when accessing nearby driveways. Therefore, the Traffic Department concurs with this request.

 
MT/CVB/ks



2(b)(1)(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 1 1993

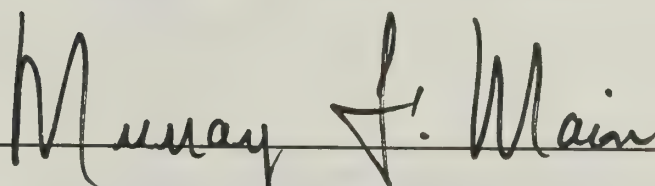
SUBJECT:

CITY CLERKS

James Street North - Parking Regulations. (TEC-10-93)

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the east side of James Street North commencing at Strachan Avenue East and extending to a point 70 feet northerly therefrom; and
- b) That a "No Stopping" regulation be implemented on the west side of James Street North commencing at Strachan Avenue East and extending to a point 69 feet northerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

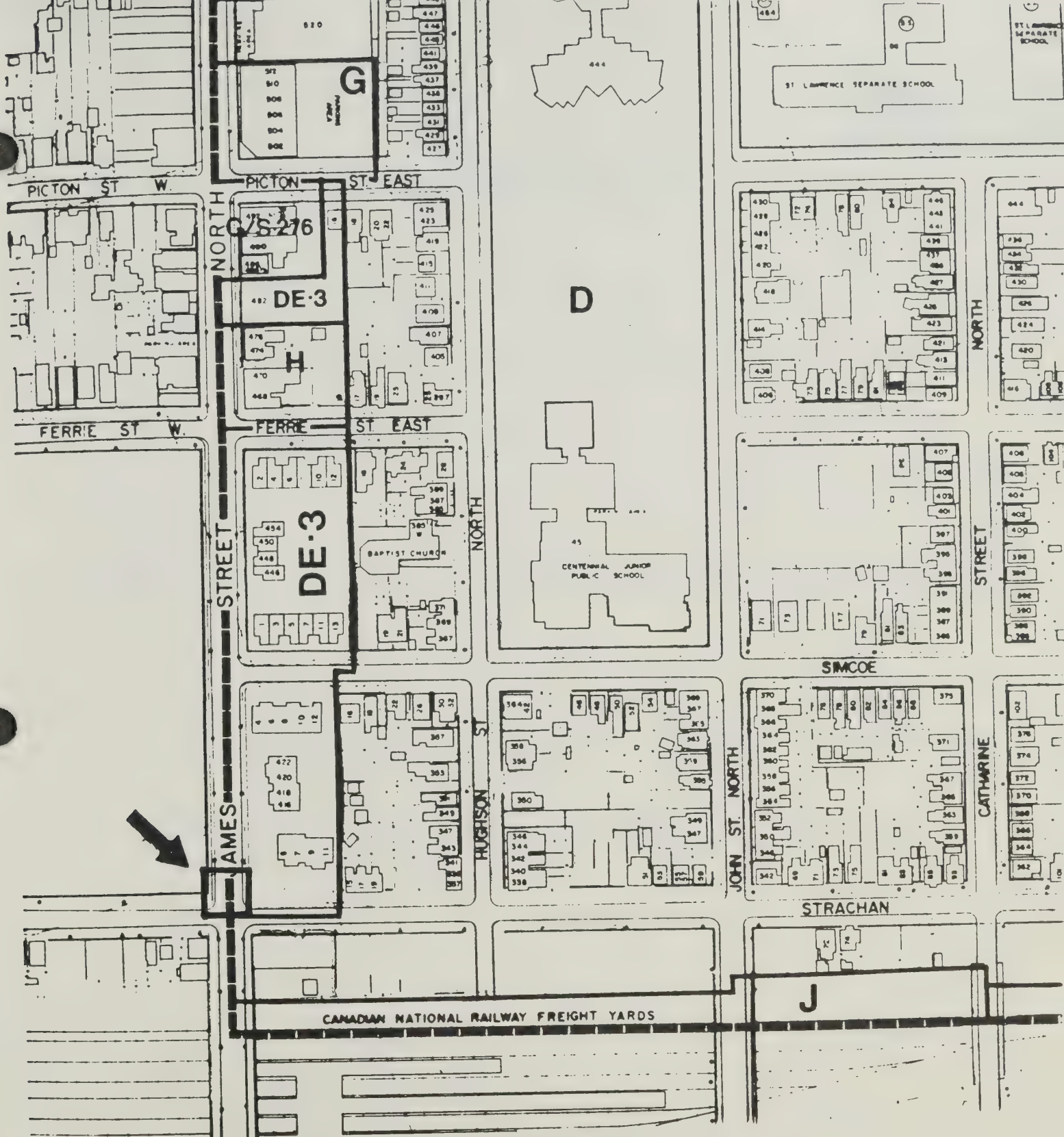
BACKGROUND:

The Traffic Department has received a request from the resident at No. 7 Strachan Avenue East, that corner clearances be implemented at the intersection of James Street North at Strachan Avenue East to improve the visibility for motorists on Strachan Avenue attempting to enter James Street.

James Street North has a 39 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. An investigation has confirmed that visibility is obstructed to some degree for eastbound and westbound motorists on Strachan Avenue East, when vehicles park on either side of James Street, just north of Strachan Avenue. Records indicate that in the past seven years, 22 reported collisions occurred at this intersection, and 10 of these were "Right Angle" type collisions and many of these collisions could be attributed to the visibility obstruction. Therefore, in order to improve visibility, the Traffic Department recommends that corner clearances be implemented at the above-mentioned intersection.

The implementation of the requested regulations will result in the loss of a total of two legal on-street parking spaces. However, since virtually all residents in this area have available off-street parking, staff do not anticipate any parking difficulties for area residents.

MT
MT/CVB/ks



CANADIAN NATIONAL RAILWAY FREIGHT YARDS

STRACHAN

J

ST. LAWRENCE SEPARATE SCHOOL

ST. LAWRENCE SEPARATE SCHOOL

D

G

G/S-276

DE-3

H

DE-3

BAPTIST CHURCH

CENTENNIAL JUNIOR PUBLIC SCHOOL

SIMCOE

JOHN ST. NORTH

CATHARINE

JAMES STREET

NORTH

NORTH

STREET

2(BX)Xd)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 18

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

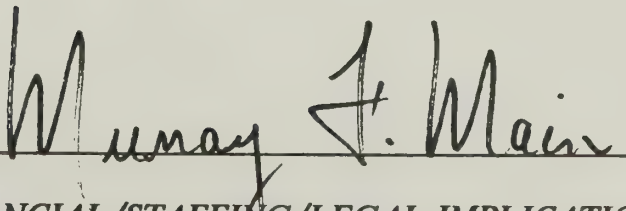
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Berkindale Drive between Bow Valley Drive and Rivercrest Road - Parking Regulations.
[TEC-12-93]

RECOMMENDATION:

- a) That parking be prohibited on the south side of Berkindale Drive between Bow Valley Drive and Rivercrest Road; and
- b) That the existing "No Parking" regulation on the north side of Berkindale Drive which commences at Bow Valley Drive and extends to a point 252 feet easterly therefrom, be removed; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

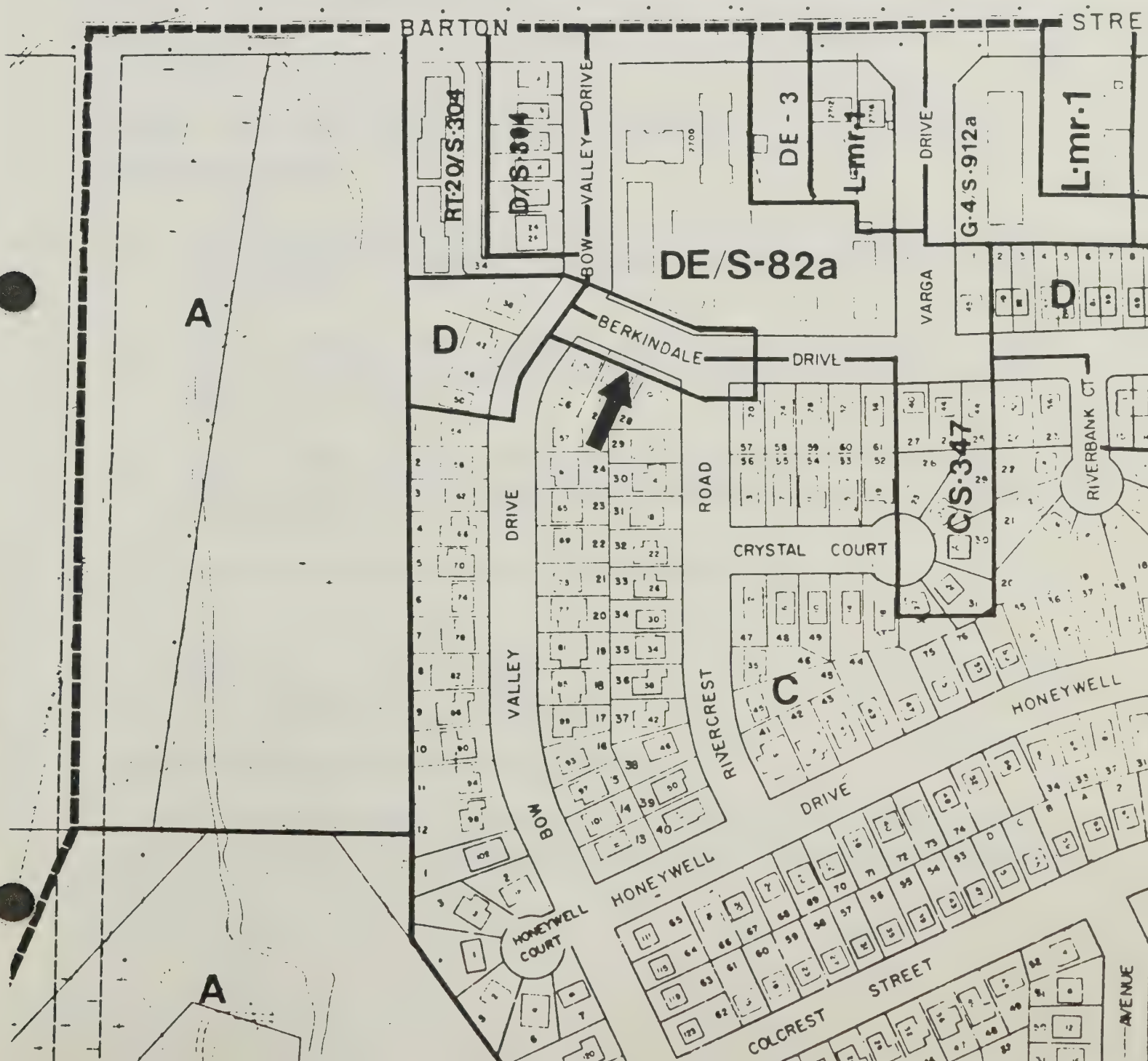
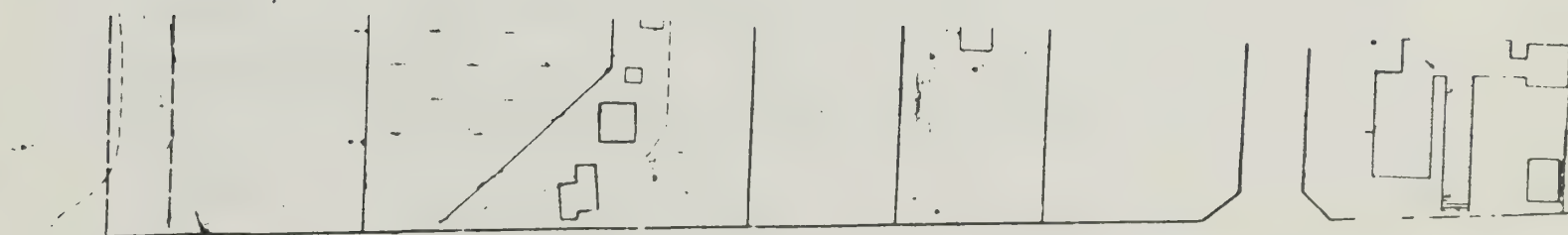
The Traffic Department has received a request from Mr. Brian Smith, Property Manager for the Townhouse complex at No. 2700 Barton Street East, that parking be permitted on the north side of Berkindale Drive directly in front of the townhouse development.

Berkindale has a 28 foot pavement width, and presently, parking is prohibited on the north side in front of the townhomes and there is unrestricted parking on the south side of the street in this area. Immediately to the east, parking is permitted on the north side and prohibited on the south side of the street. There are three single family dwellings on the south side of the street in this block.

The Traffic Department recently contacted representatives from two of the three one, two and three family dwellings on the south side of the street in this block and they have advised that they would support parking on the north side provided a "No Parking" regulation is implemented on the south side to facilitate traffic flow and driveway movements. The requested regulation would be consistent with the regulations immediately to the east. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulations will result in a net increase of approximately four legal on-street parking spaces.


CVB/ca



2611e

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

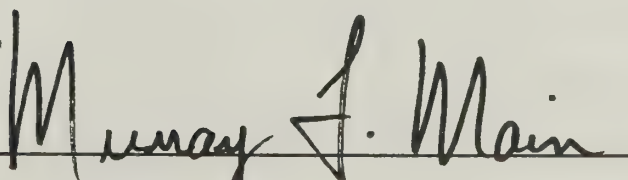
SUBJECT:

Ferguson Avenue North - Parking Regulations. (TEC-21-93)

CITY CLERK'S

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the west side of Ferguson Avenue North between King Street East and Wilson Street be replaced with three hour metered parking; and
- b) That the existing two hour parking meters on the east side of Ferguson Avenue North between King William Street and Wilson Street be replaced with three hour parking meters; and
- c) That the existing one hour parking meters on the east side of Ferguson Avenue North between King Street East and King William Street be replaced with three hour parking meters; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

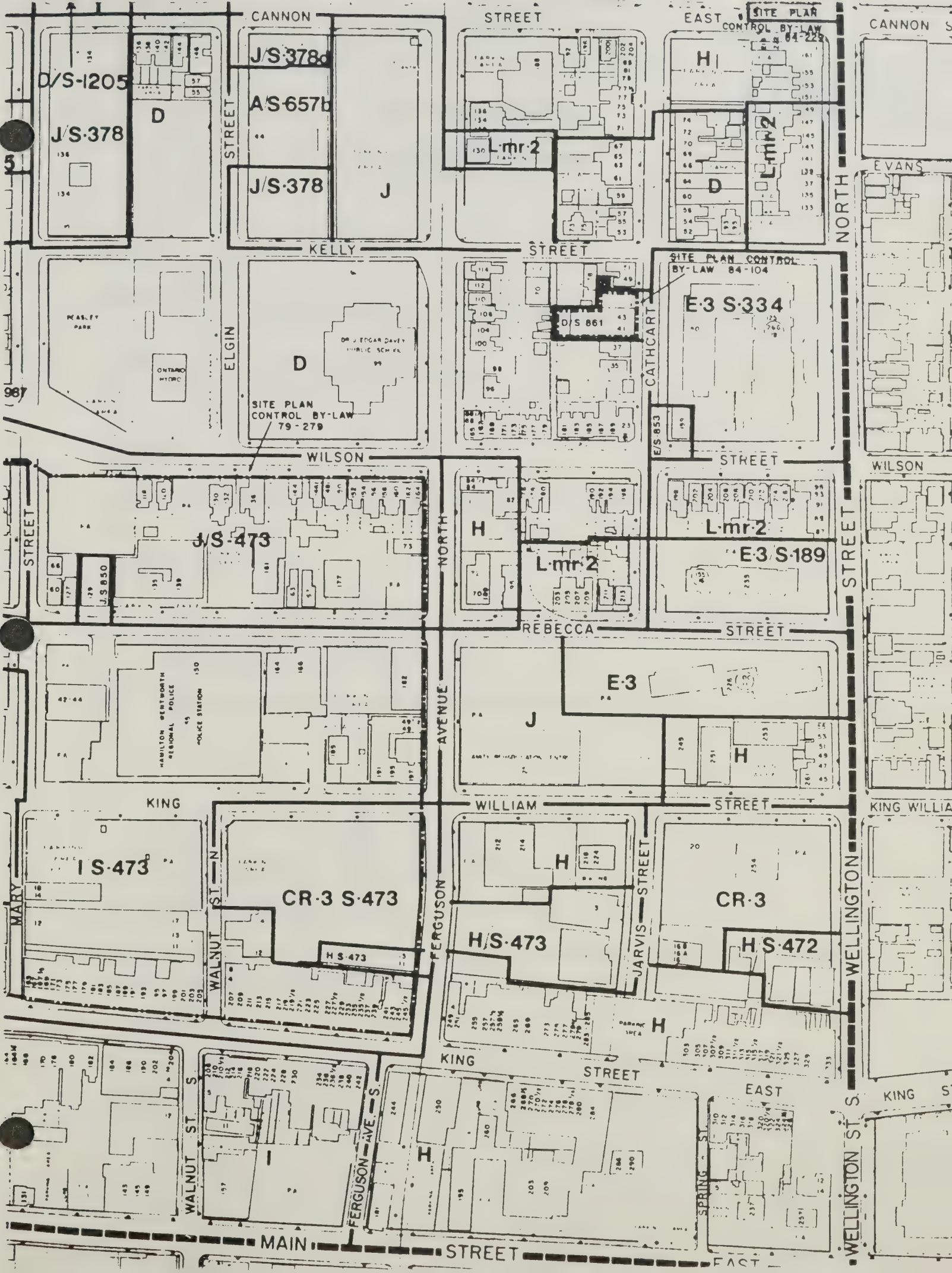
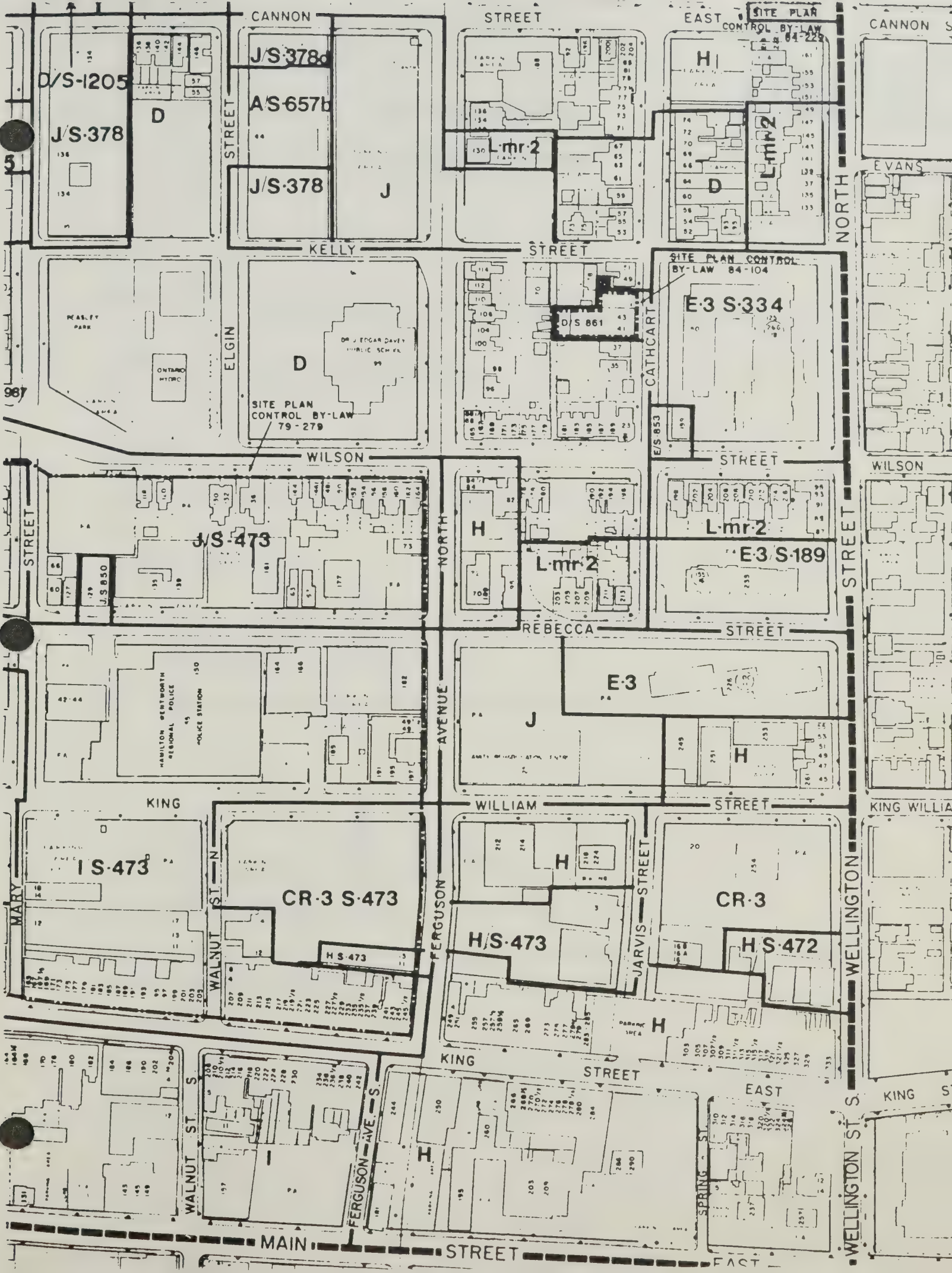
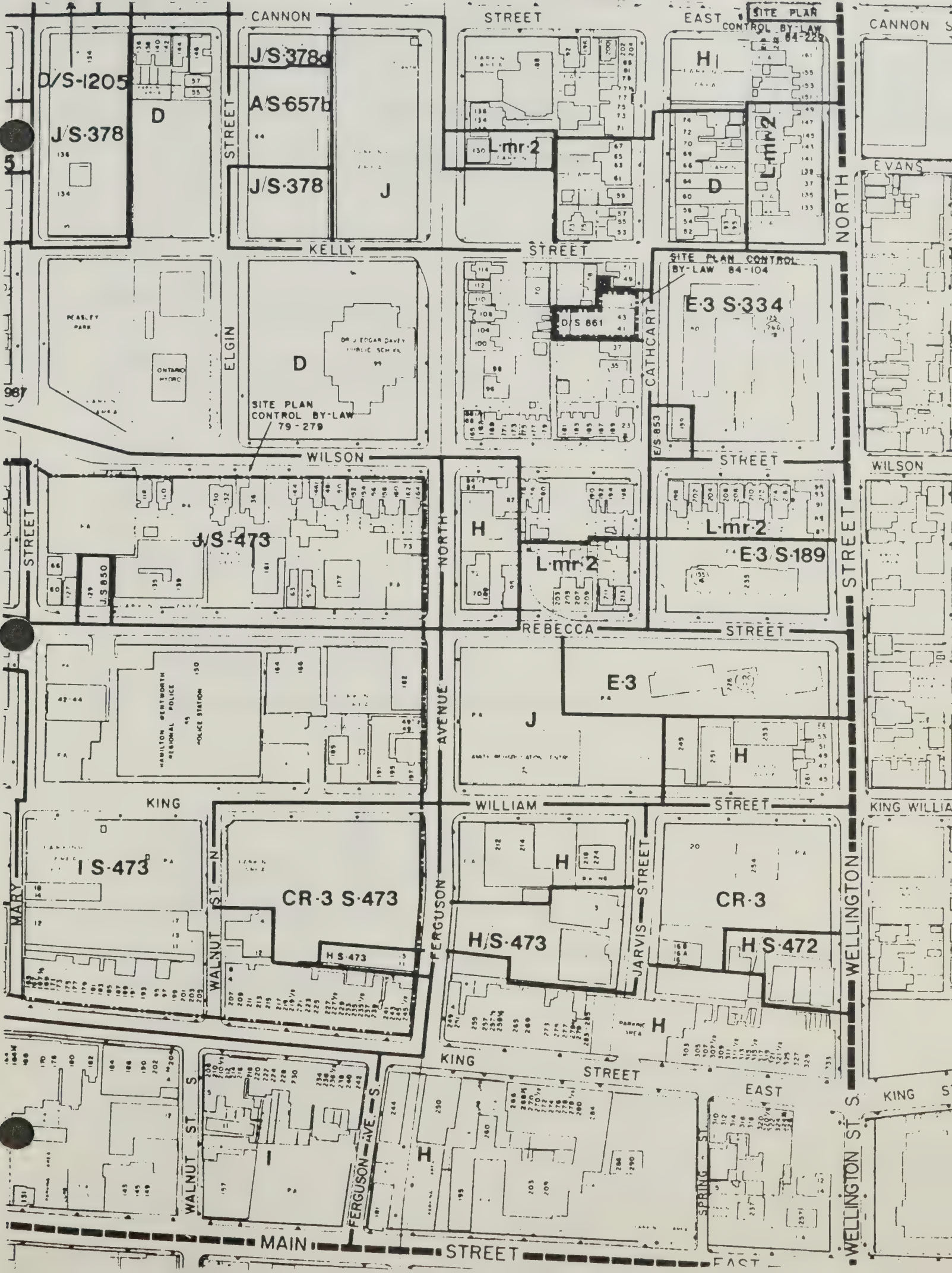
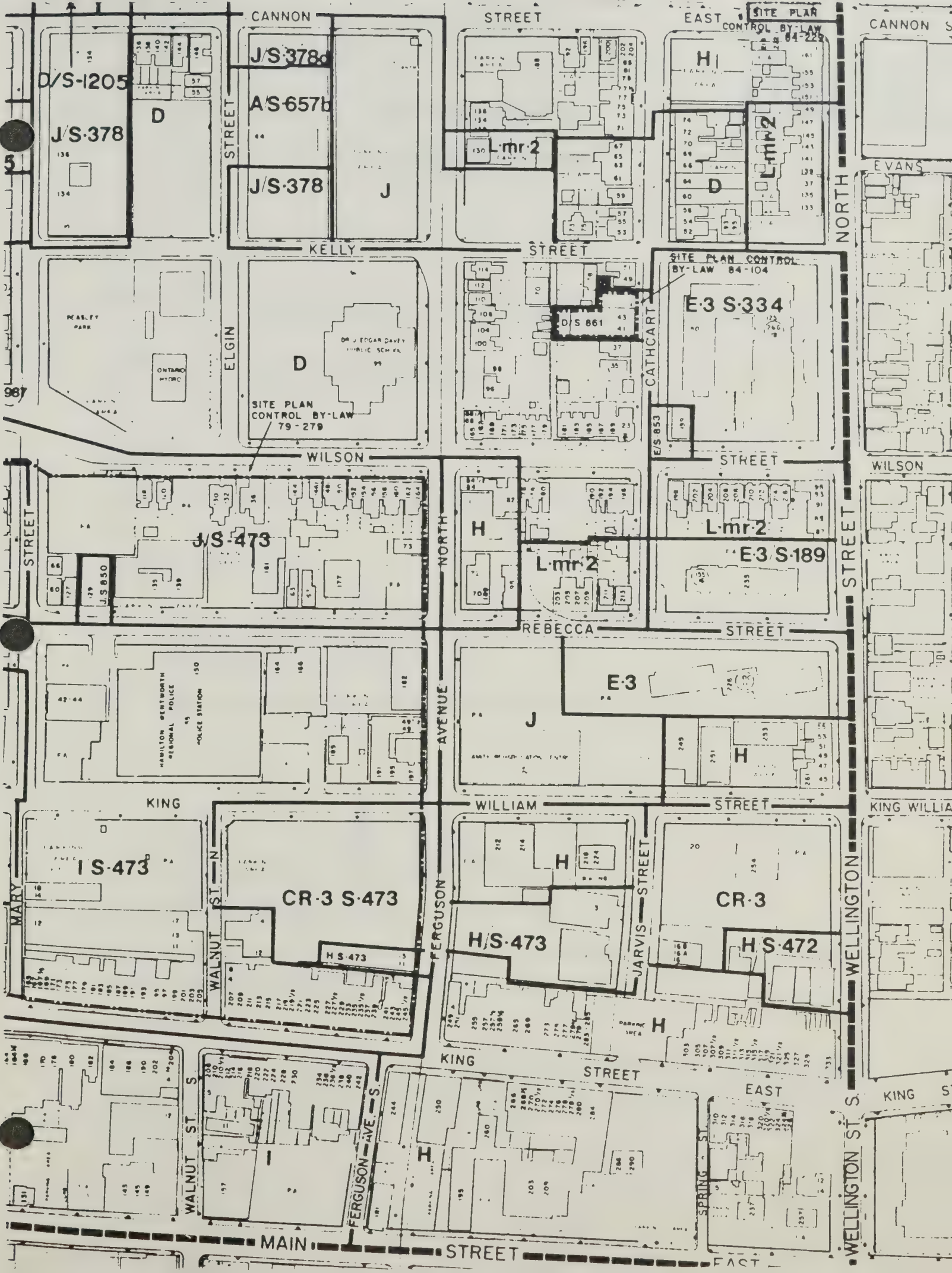
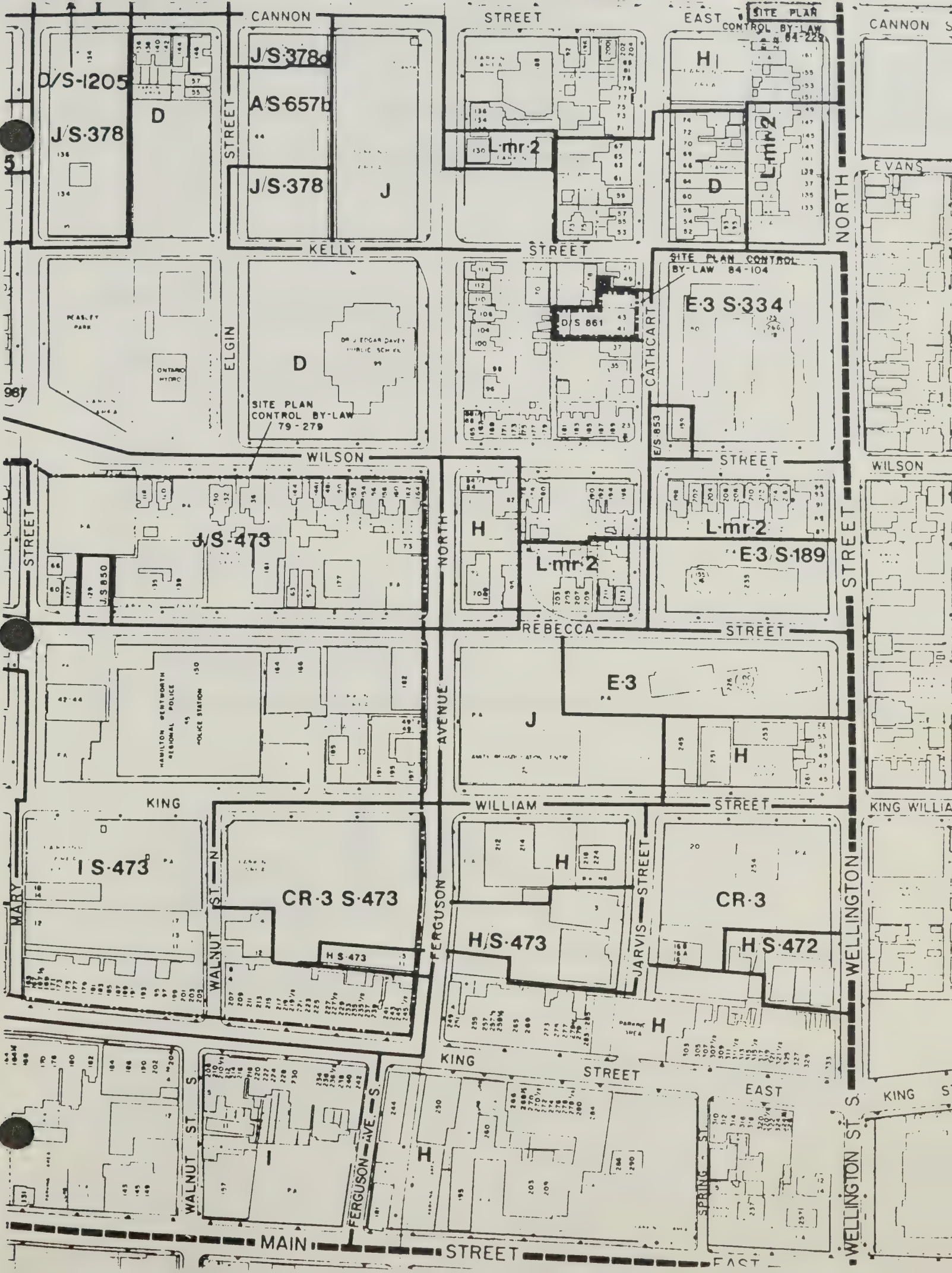
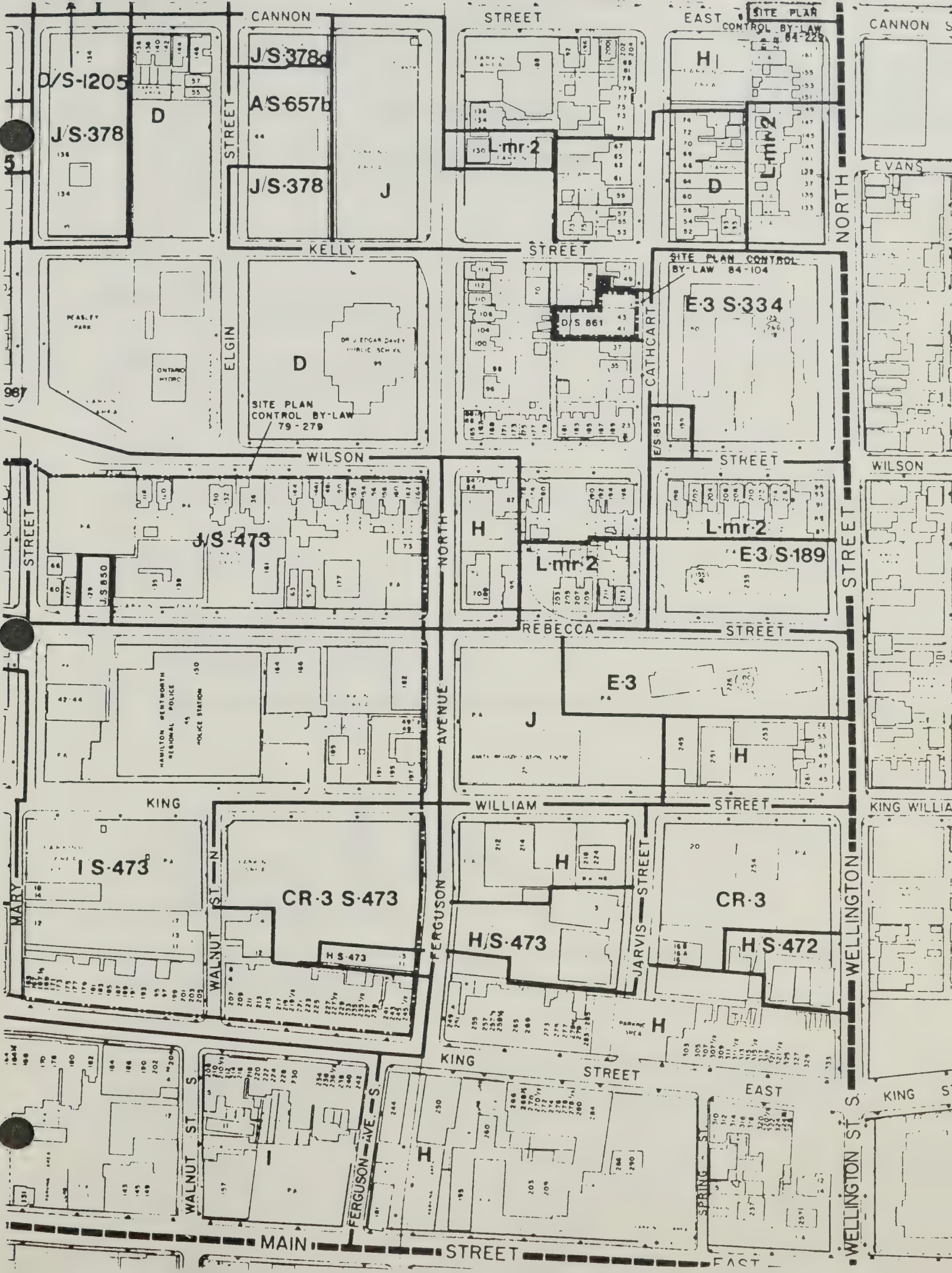
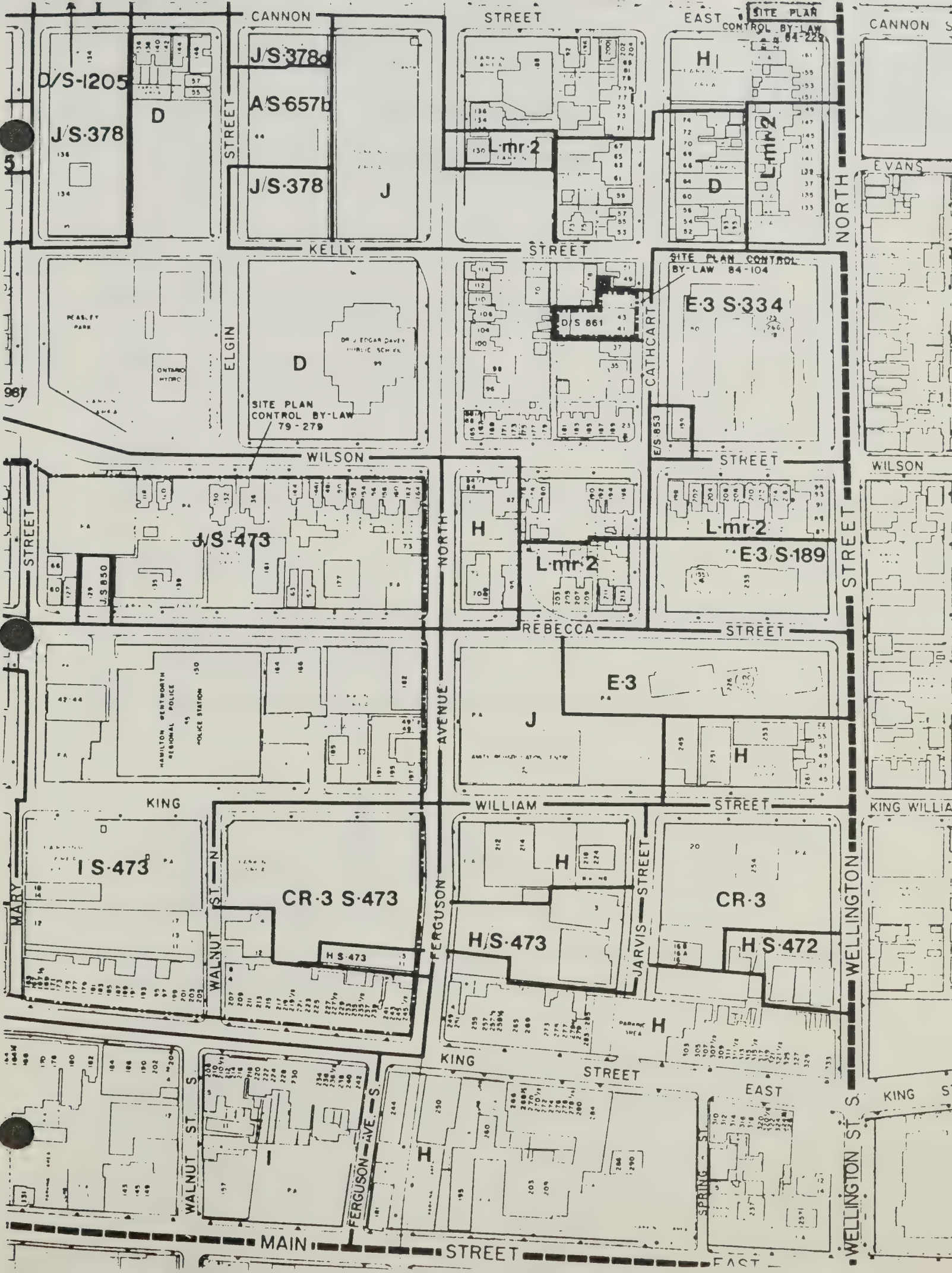
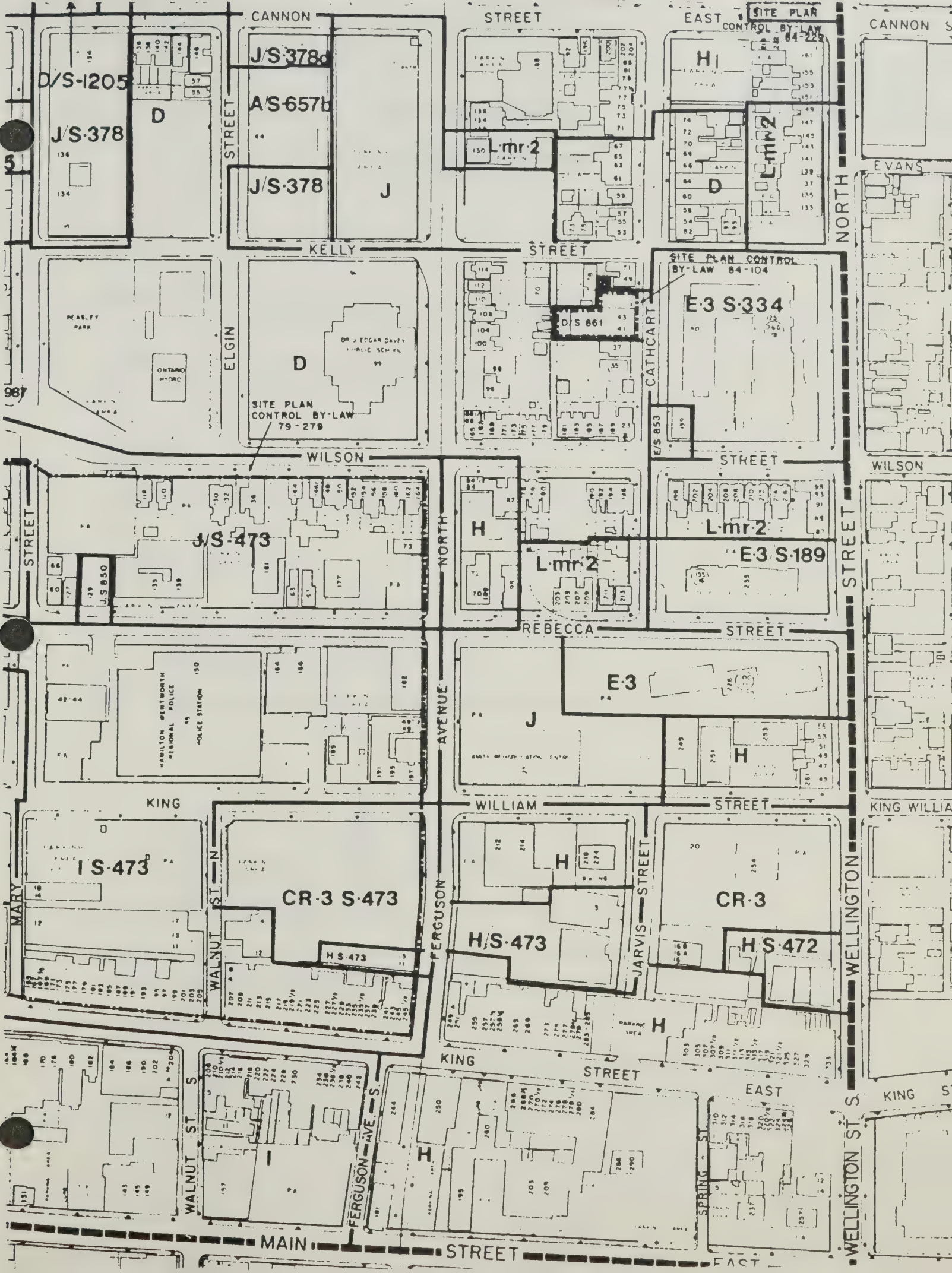
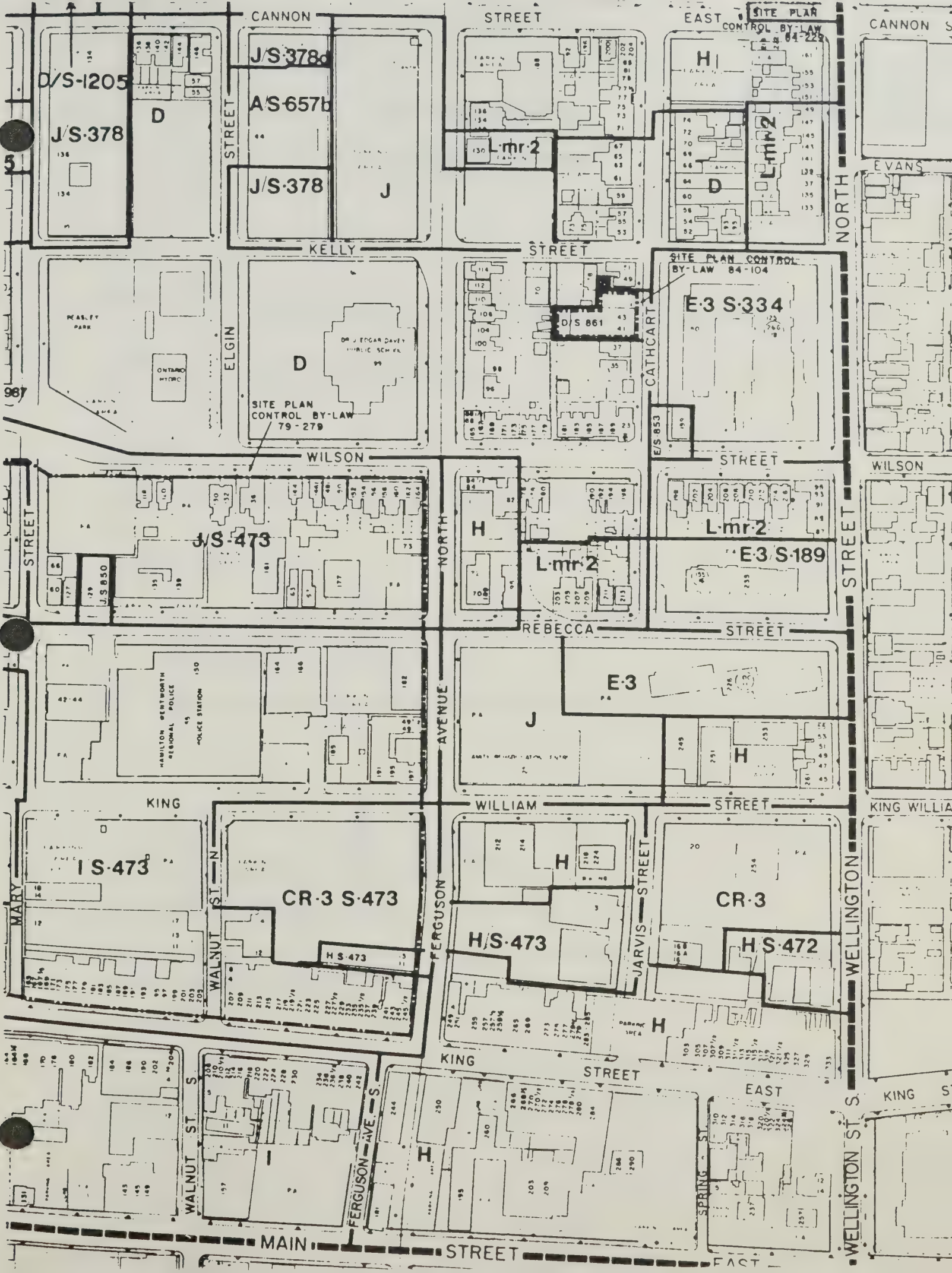
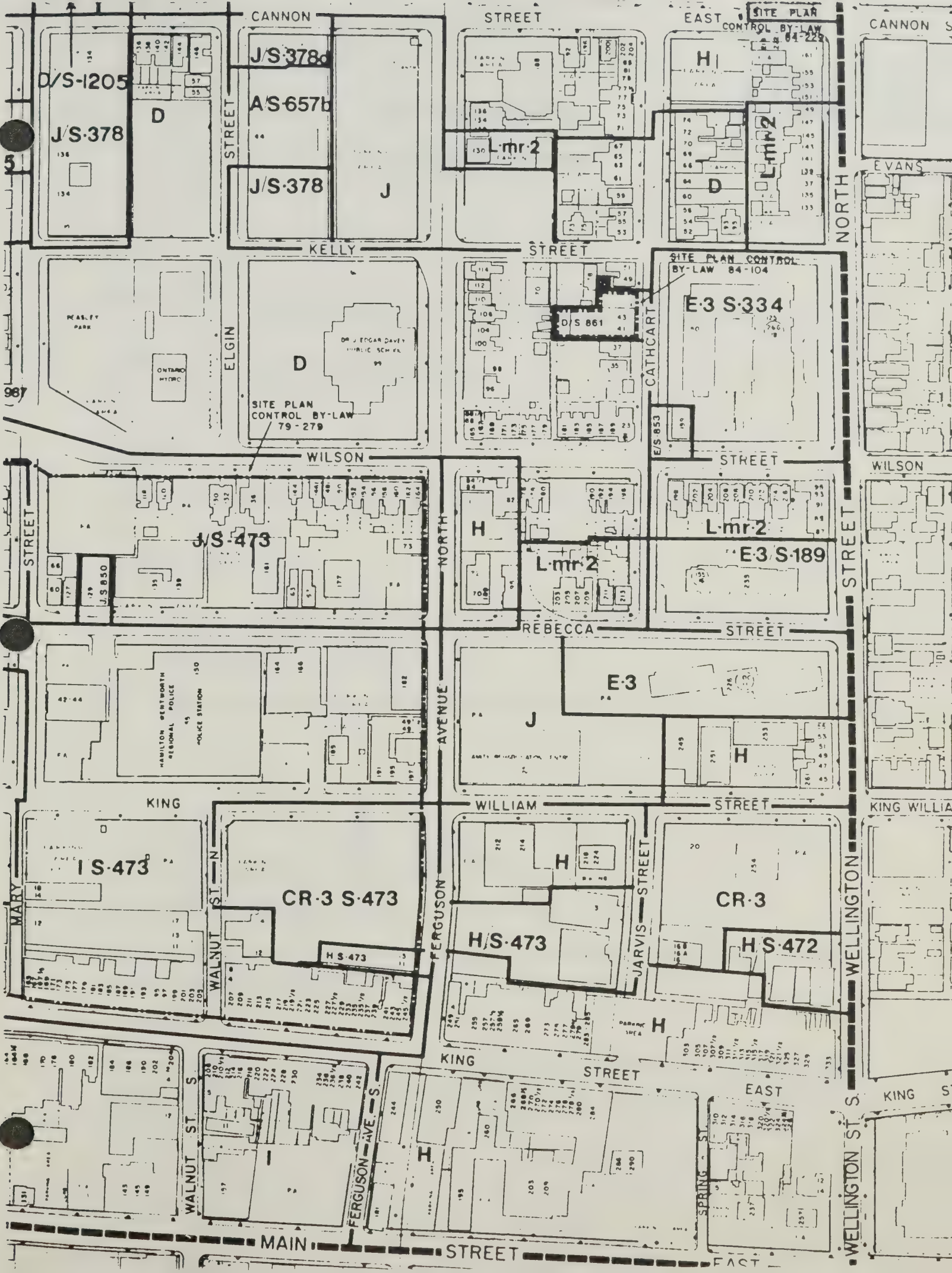
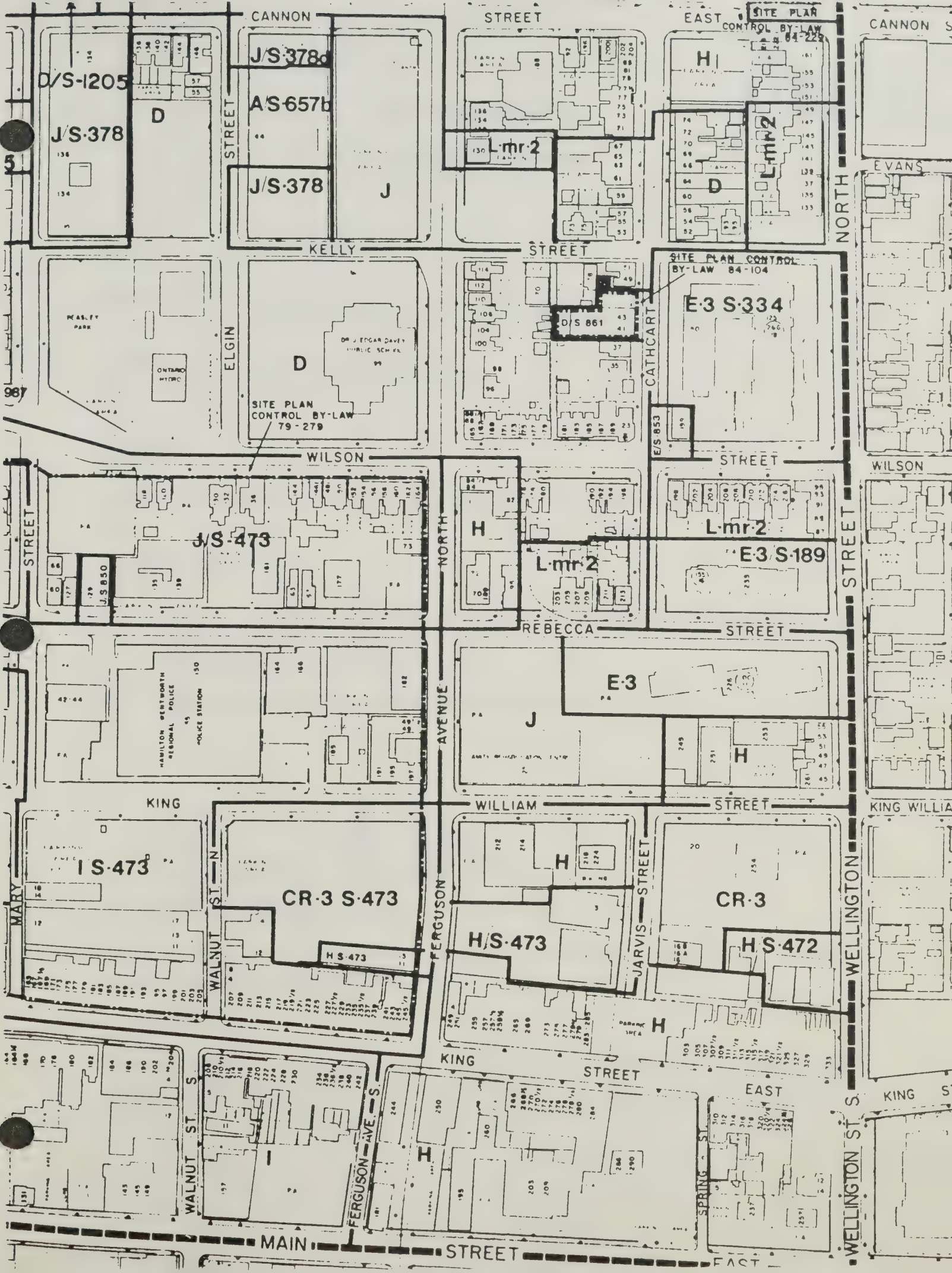
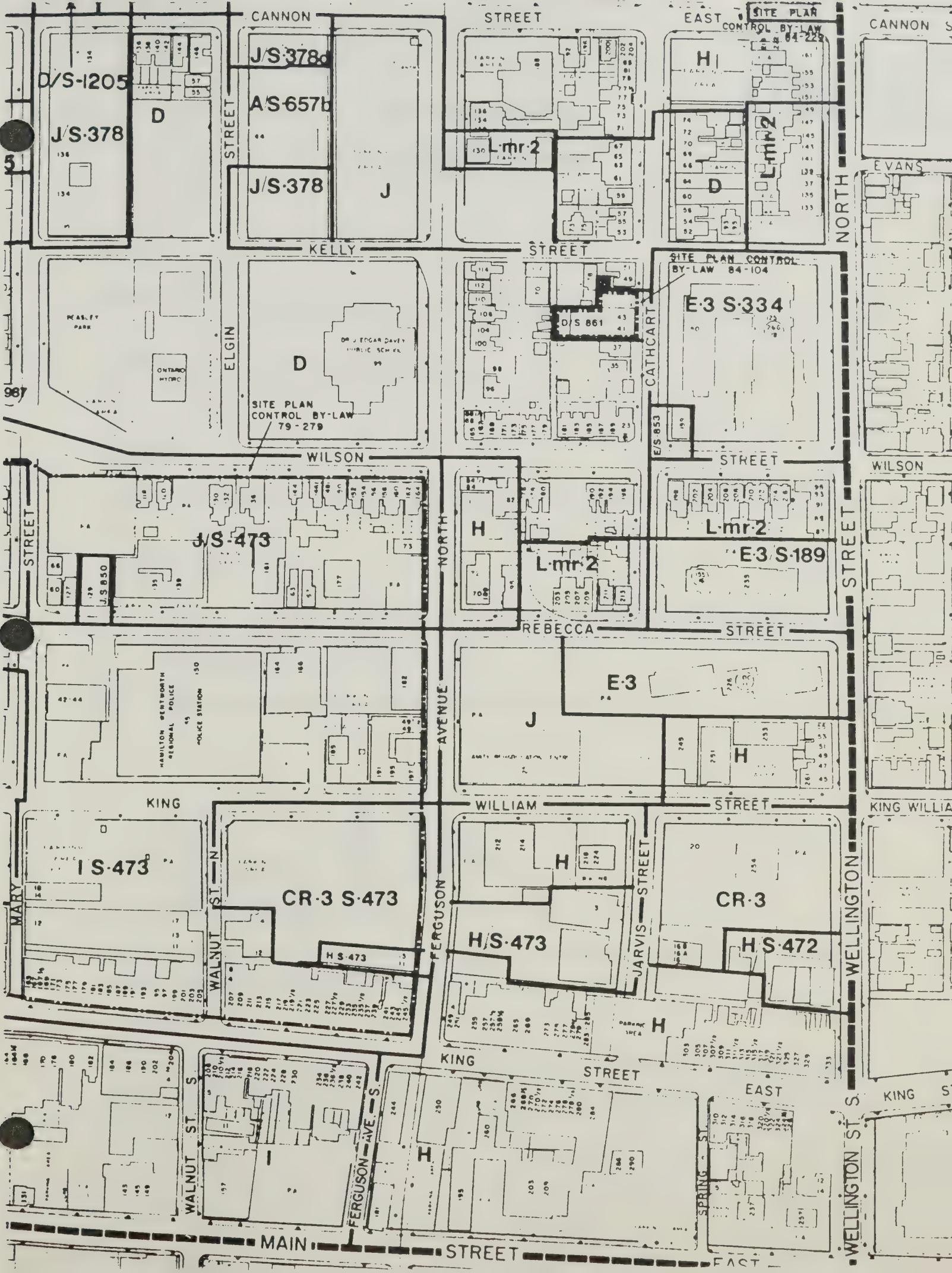
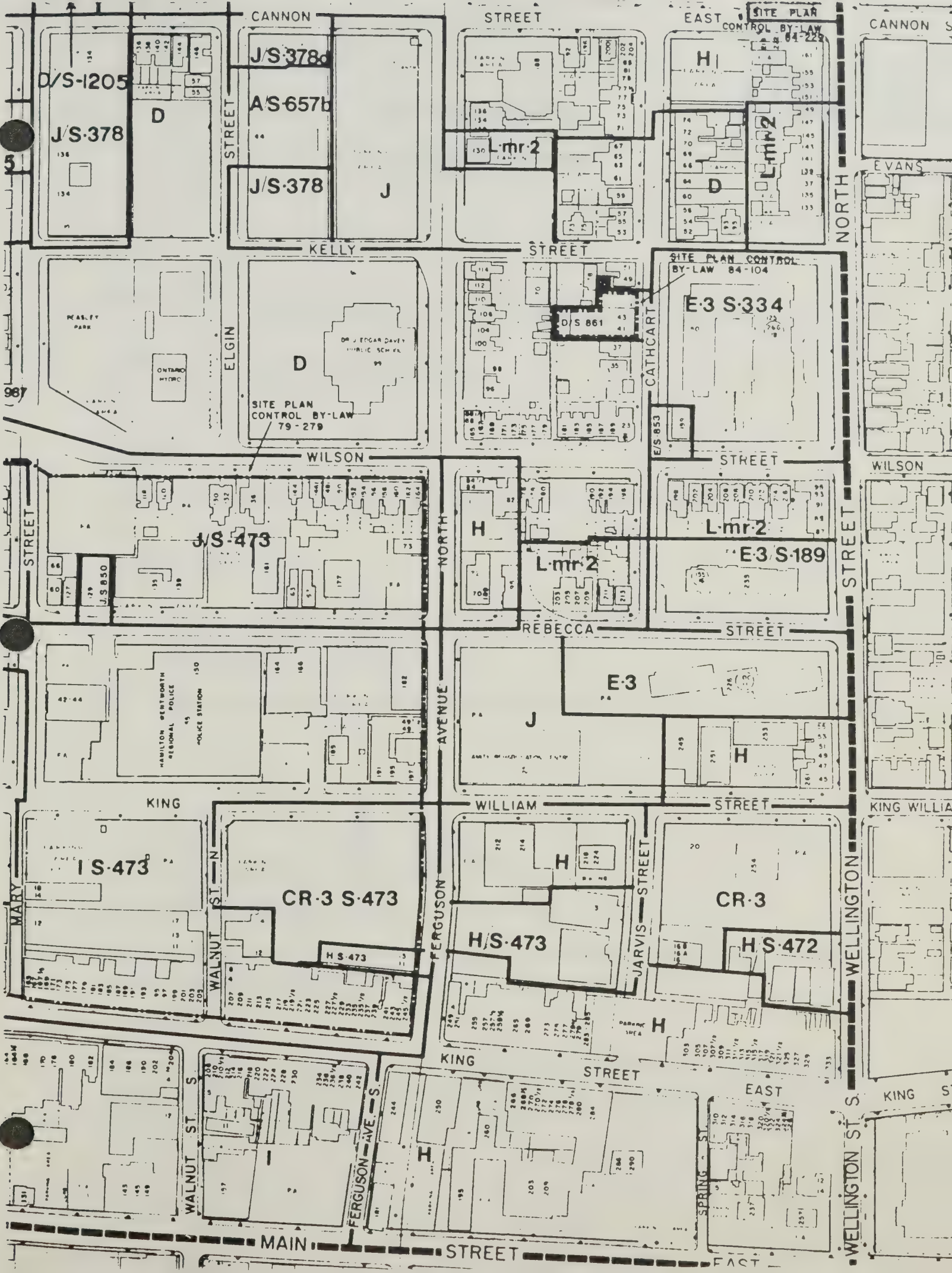
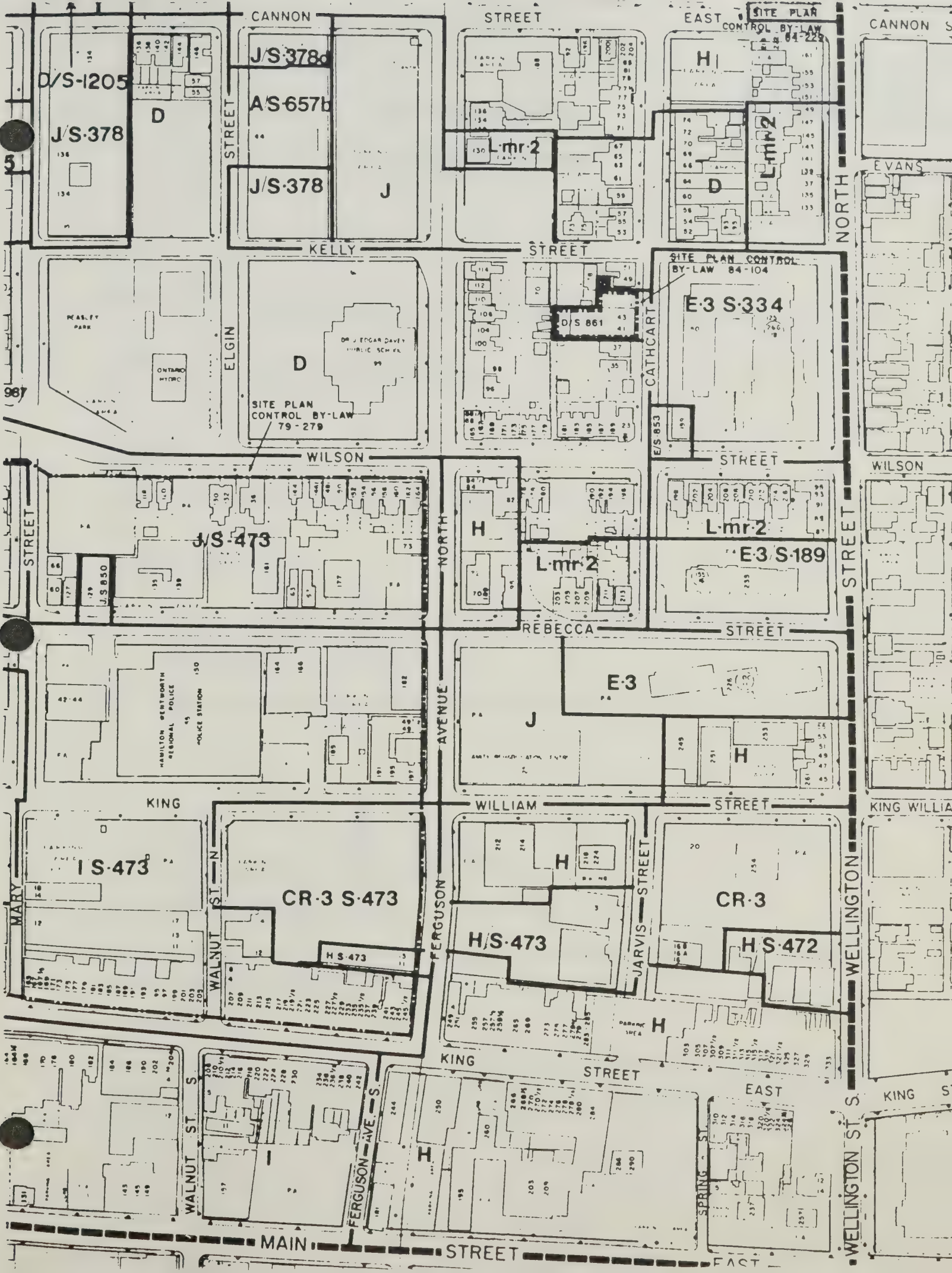
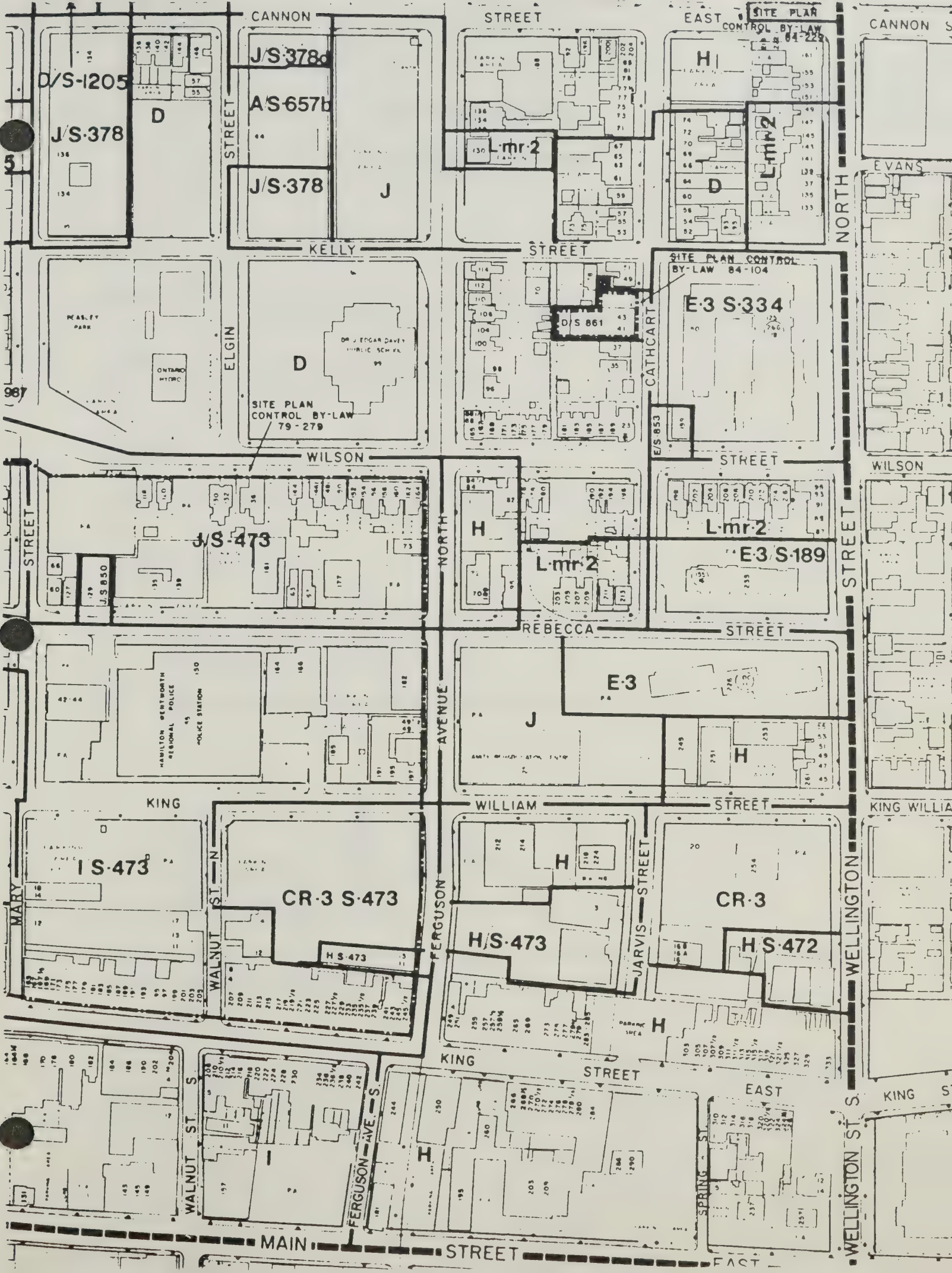
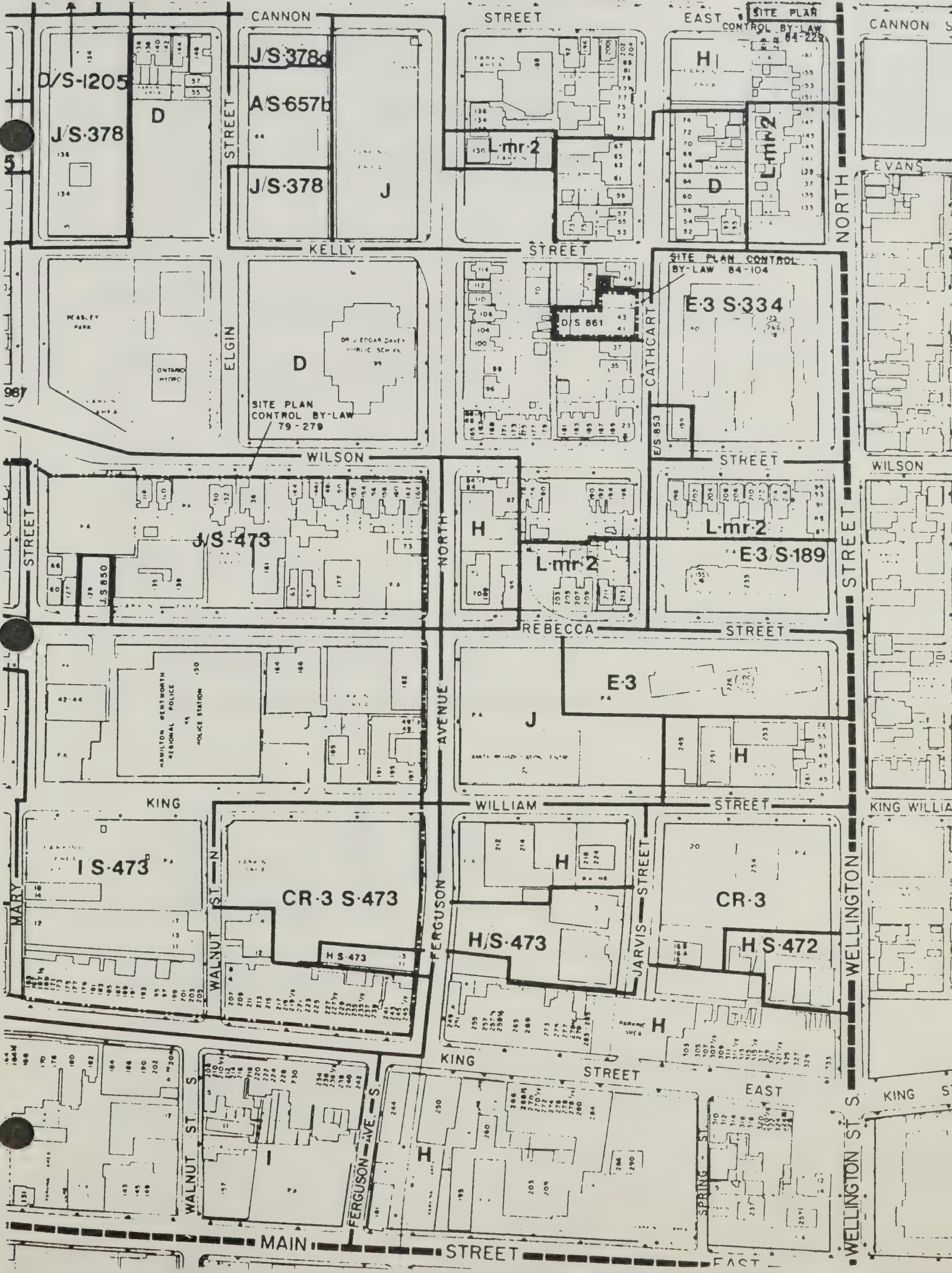
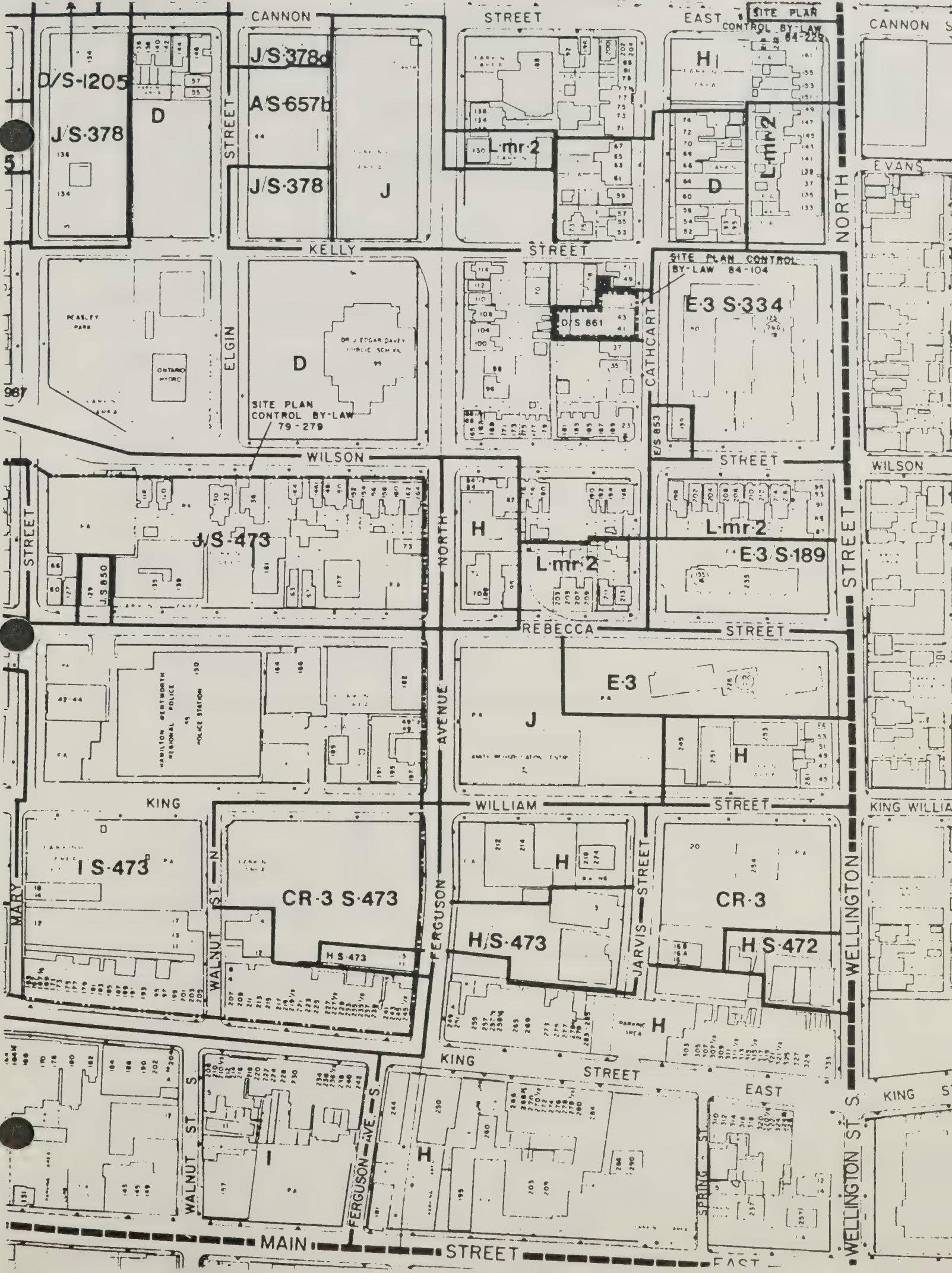
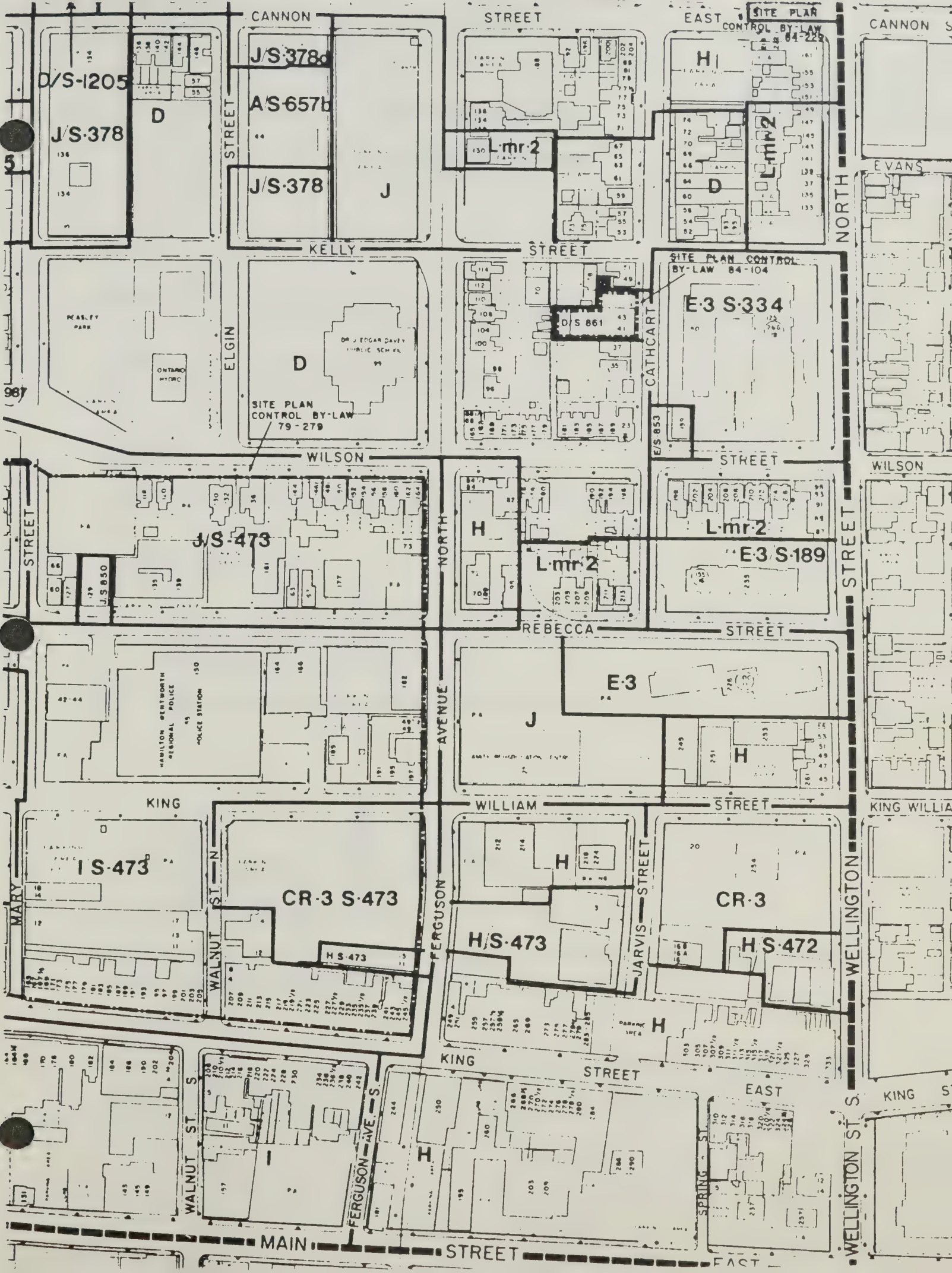
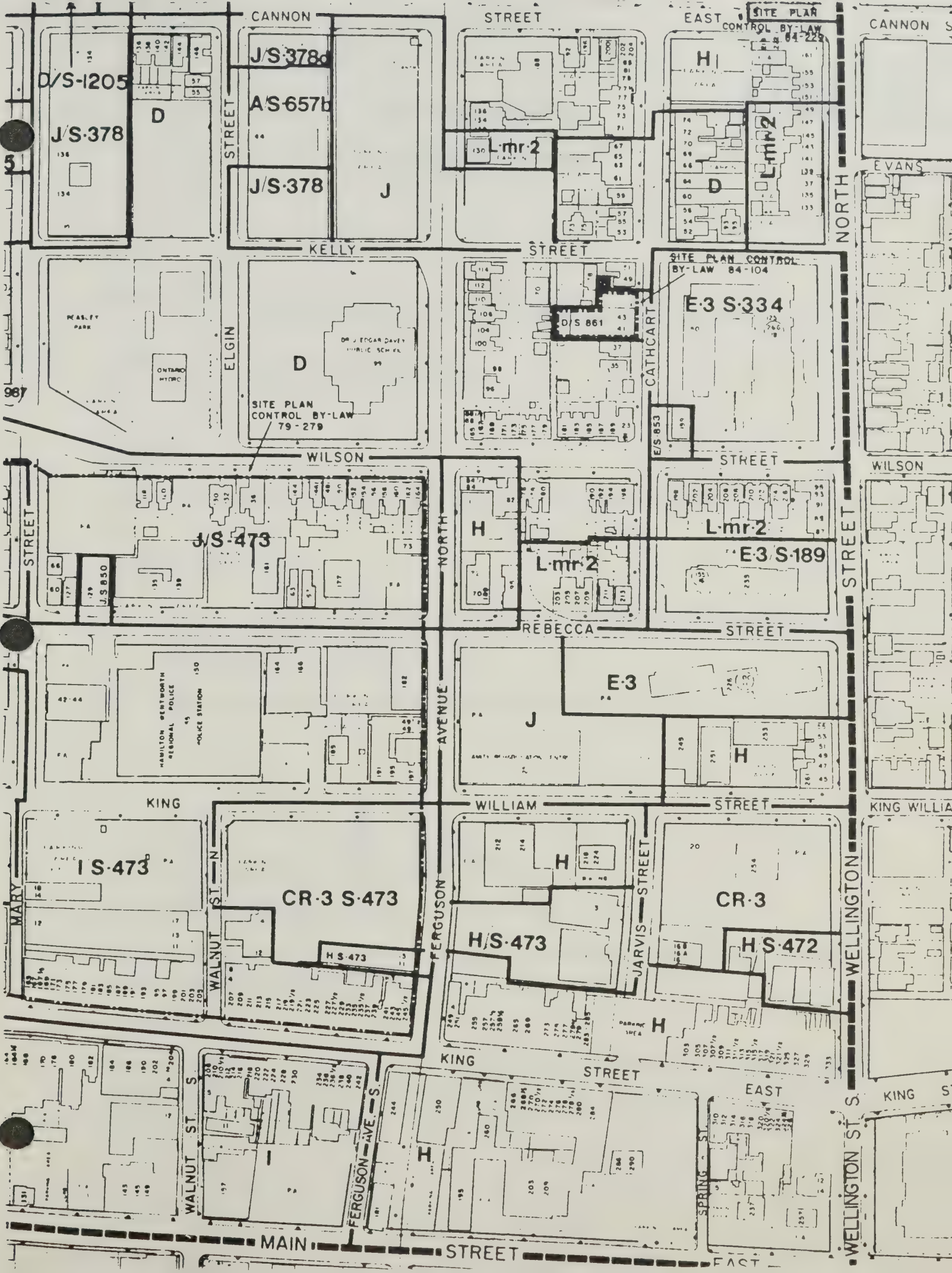
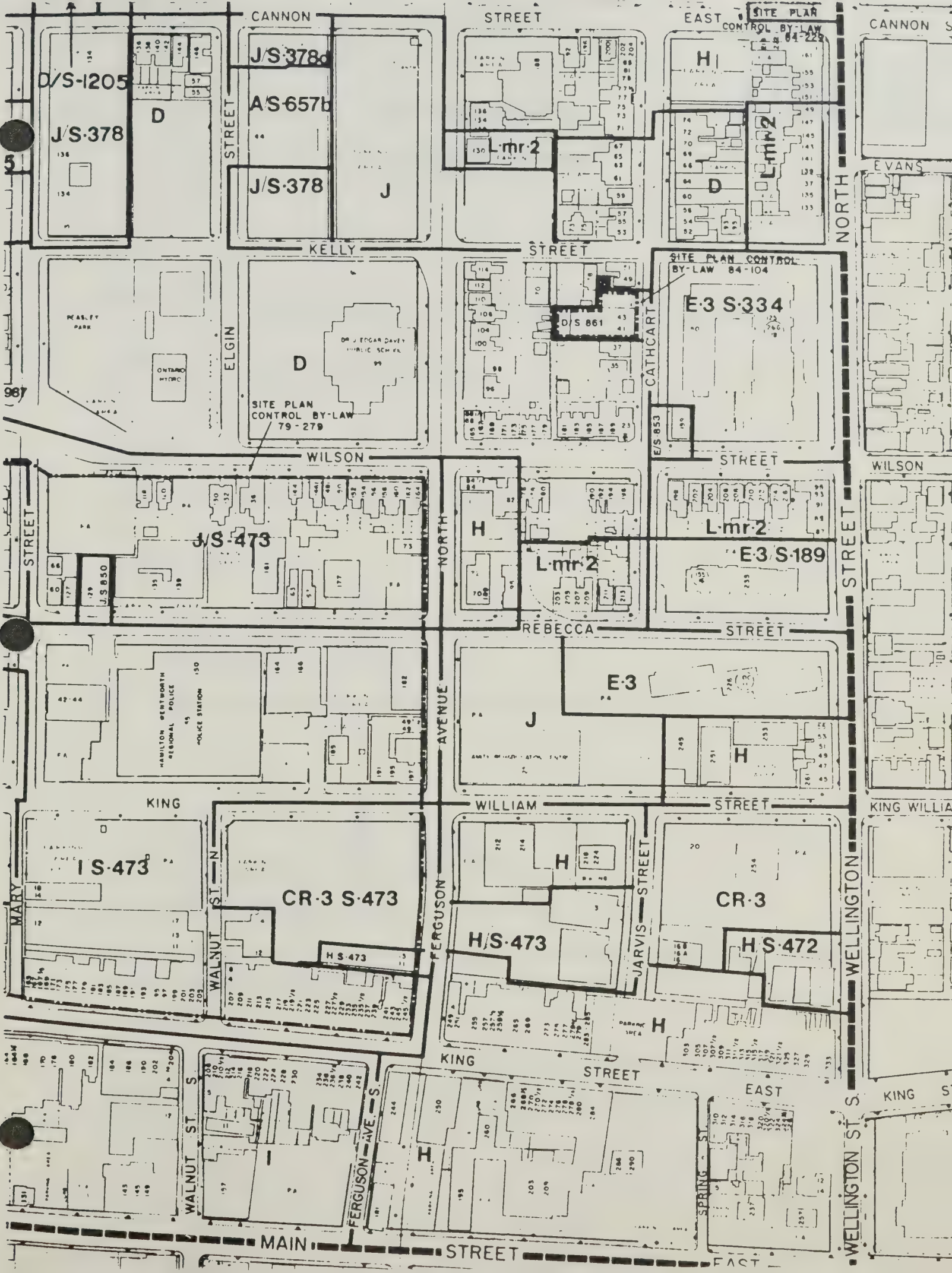
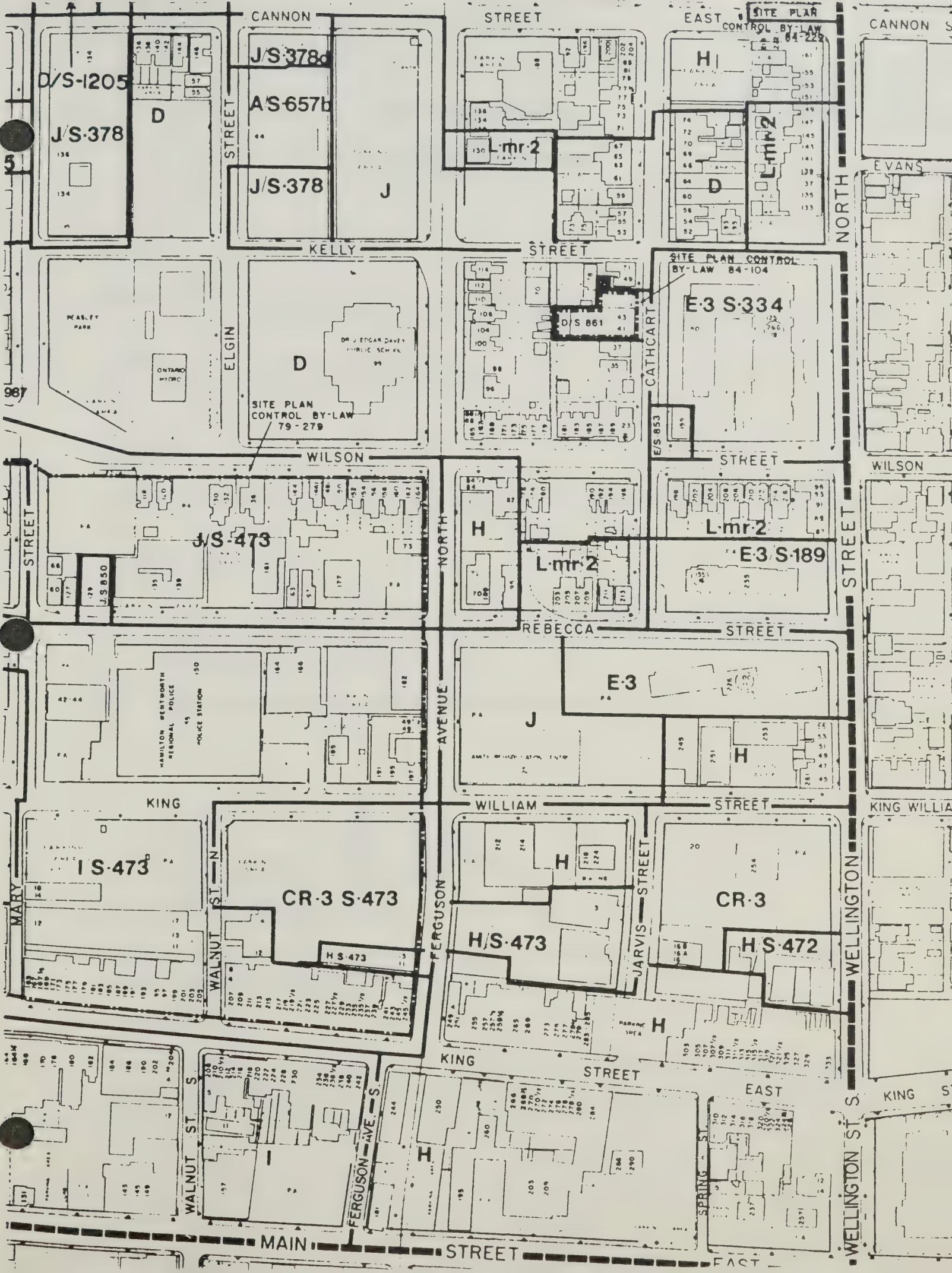
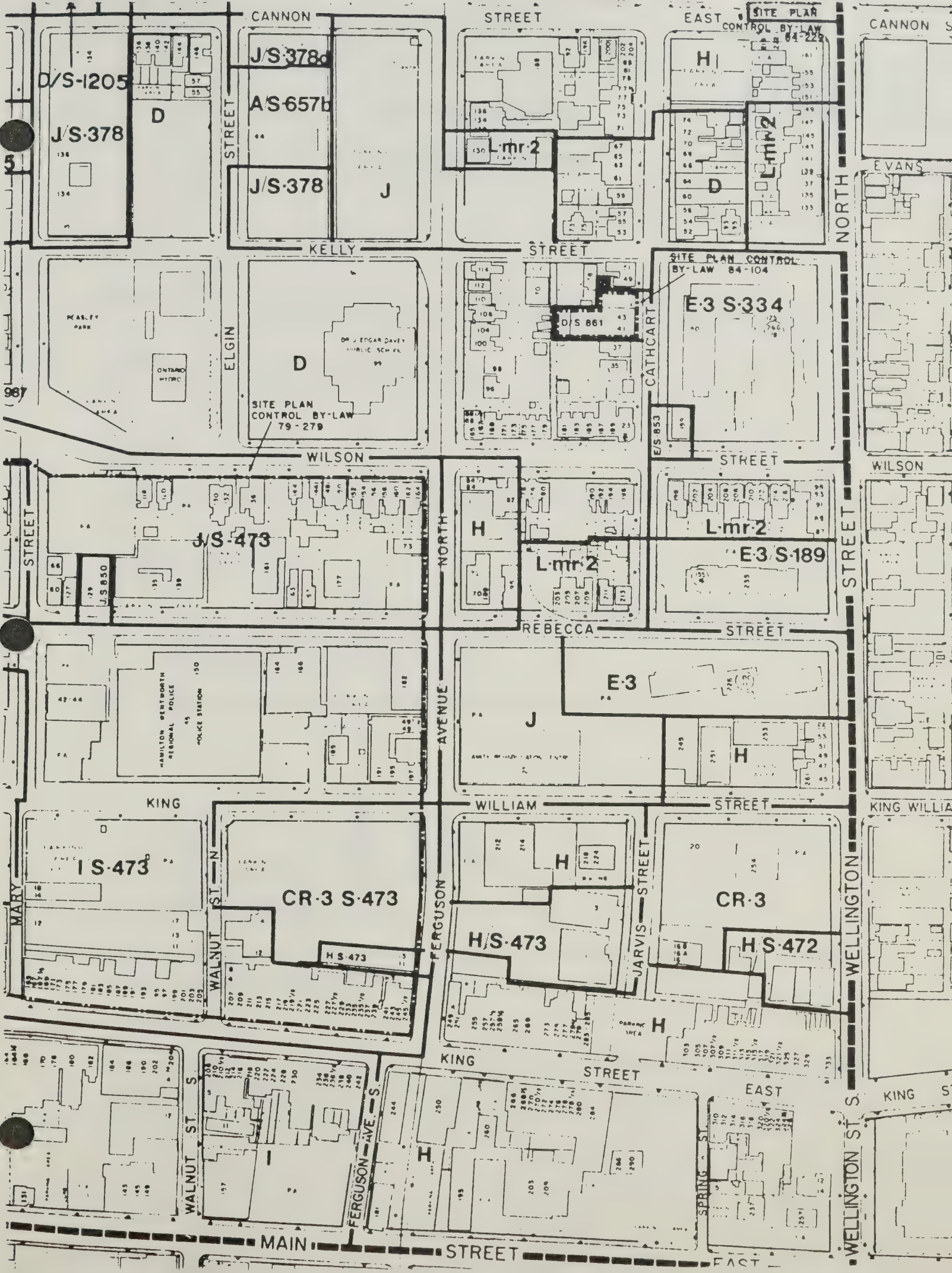
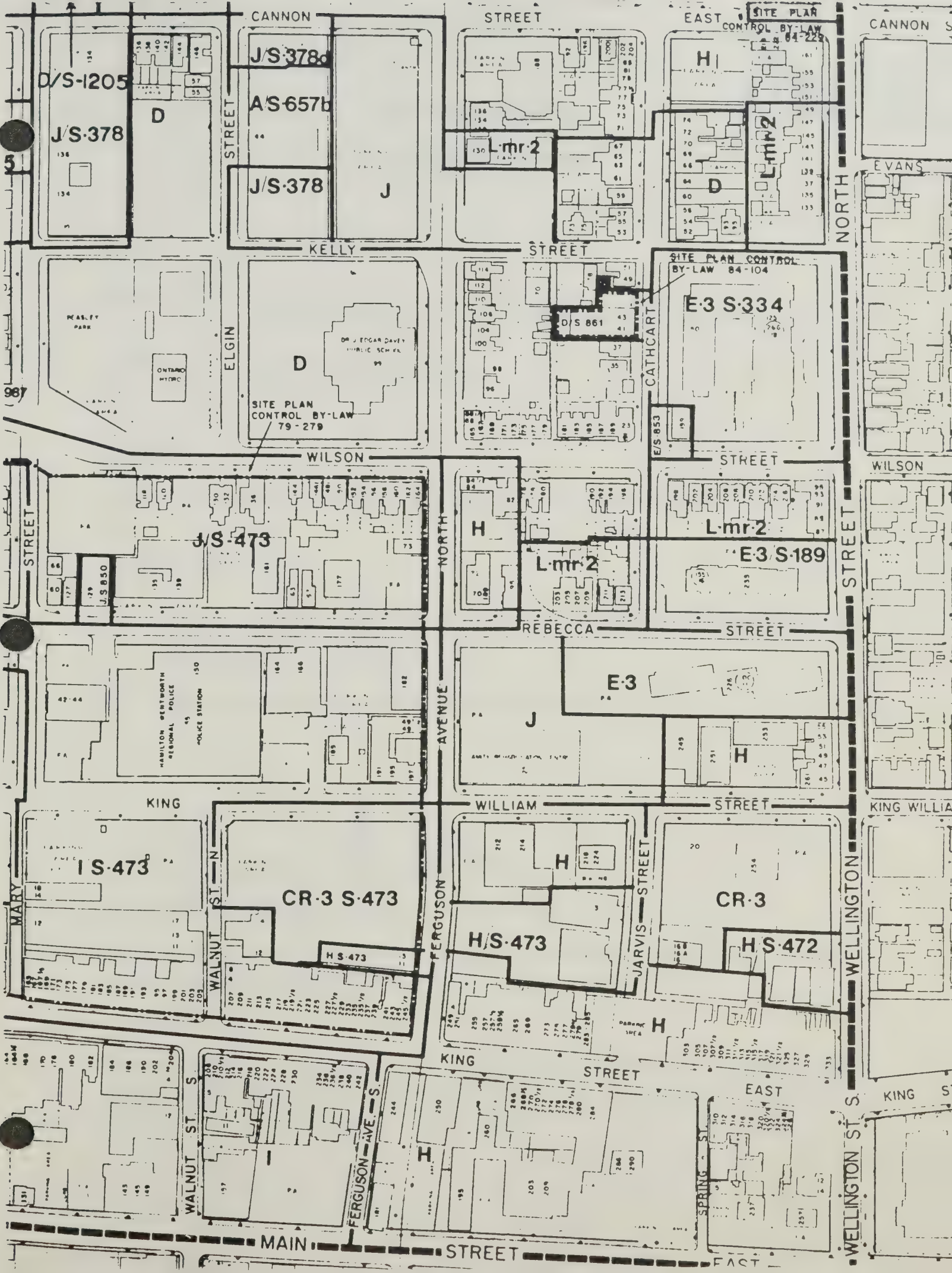
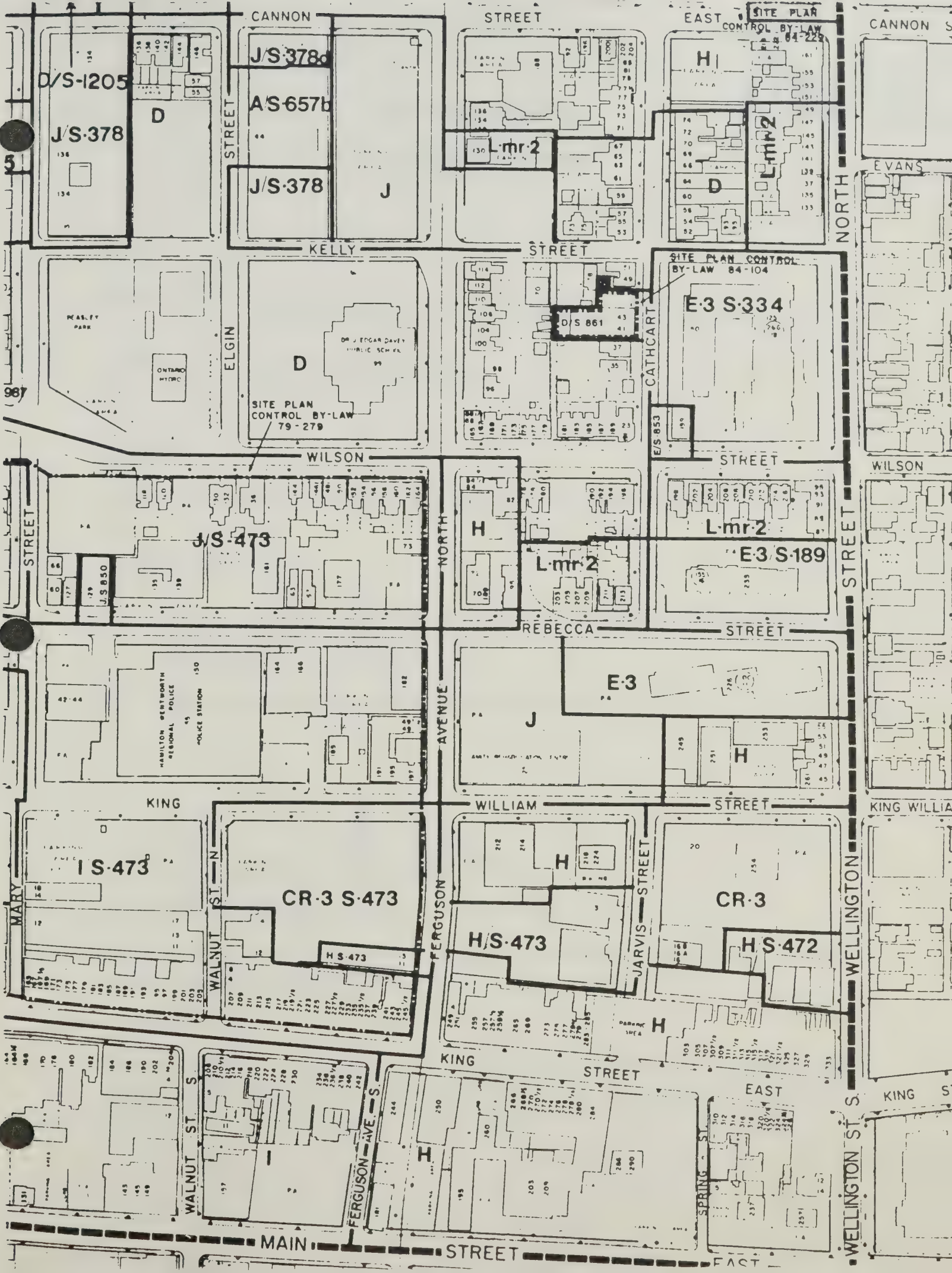
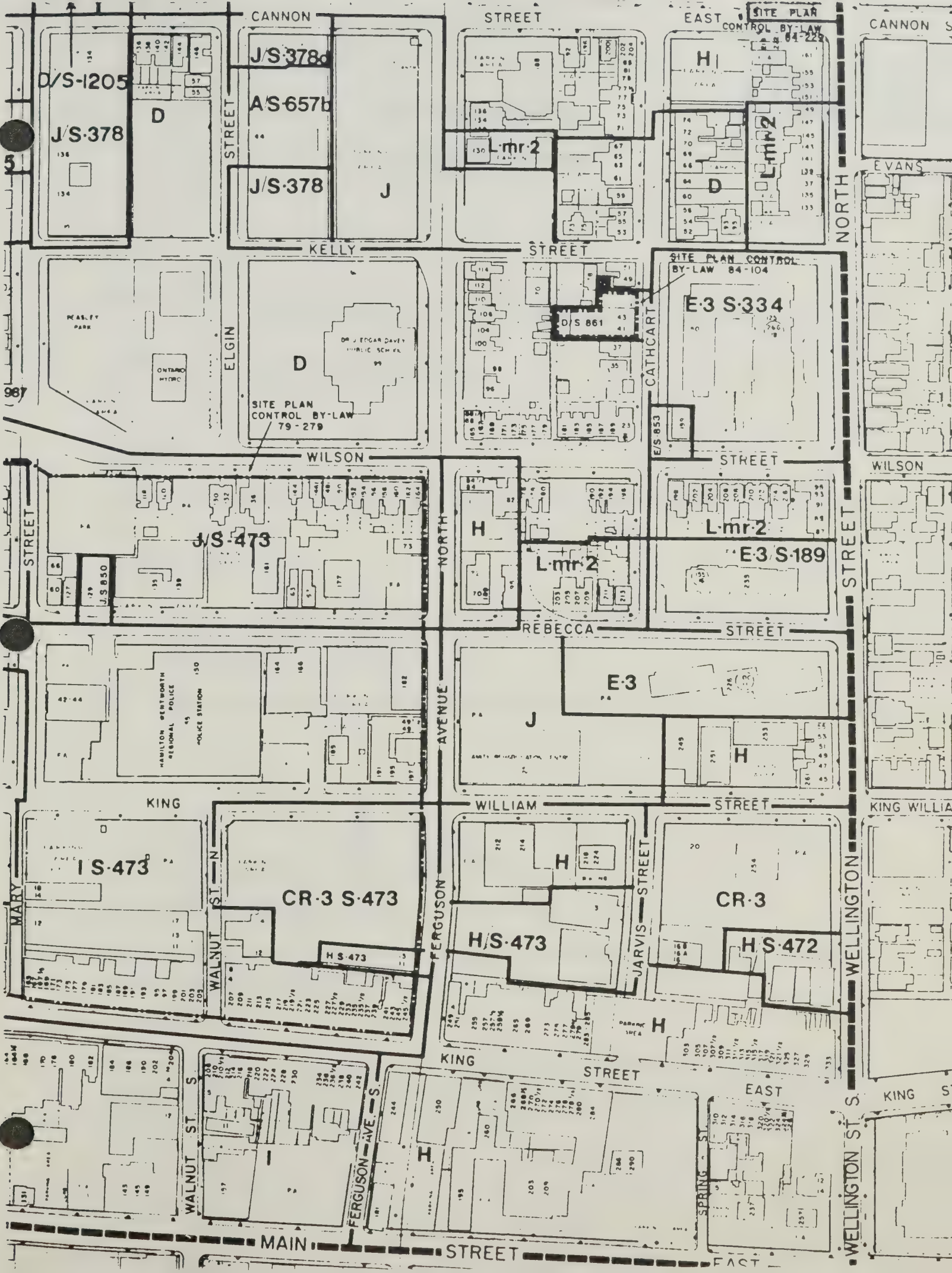
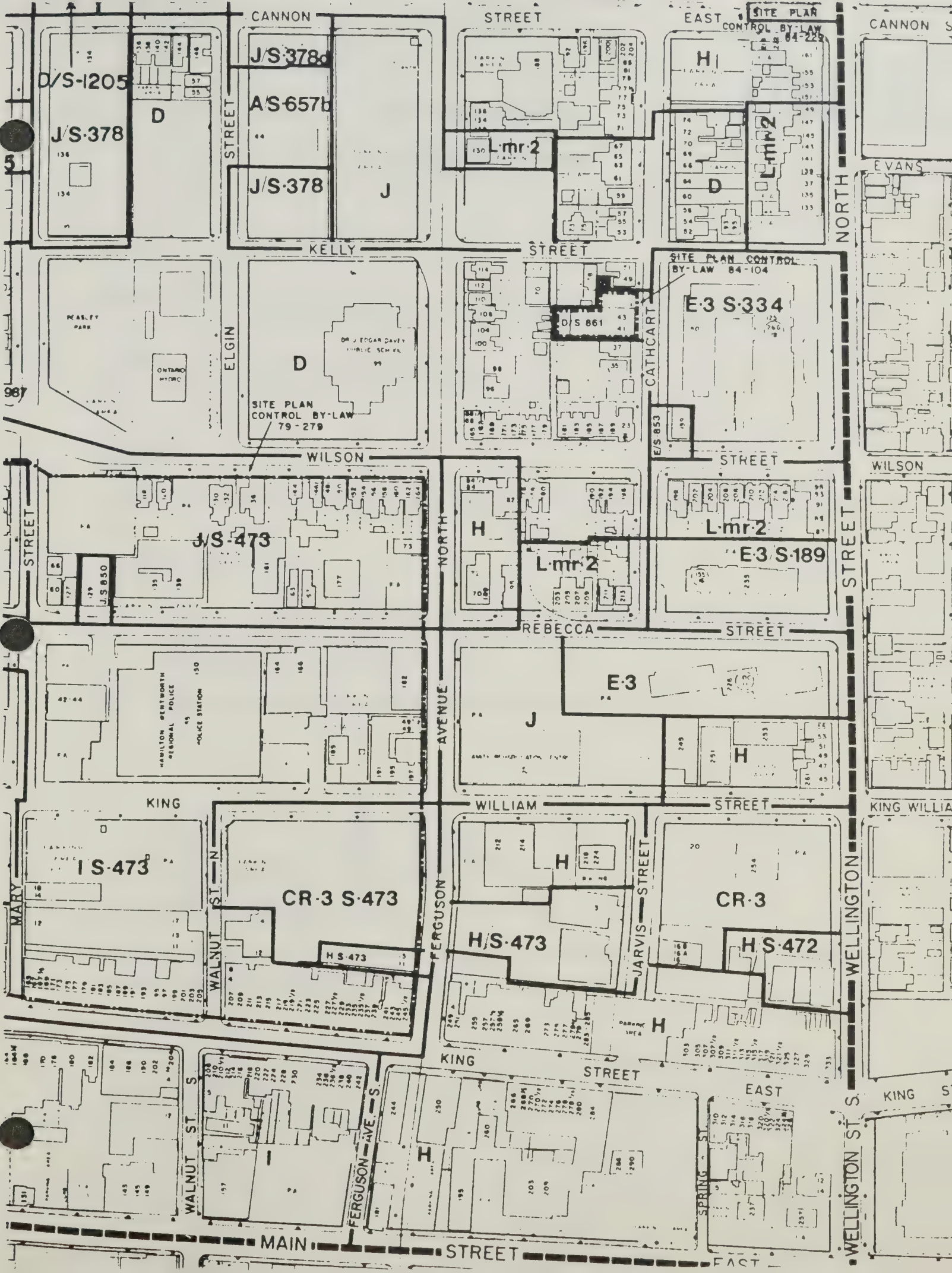
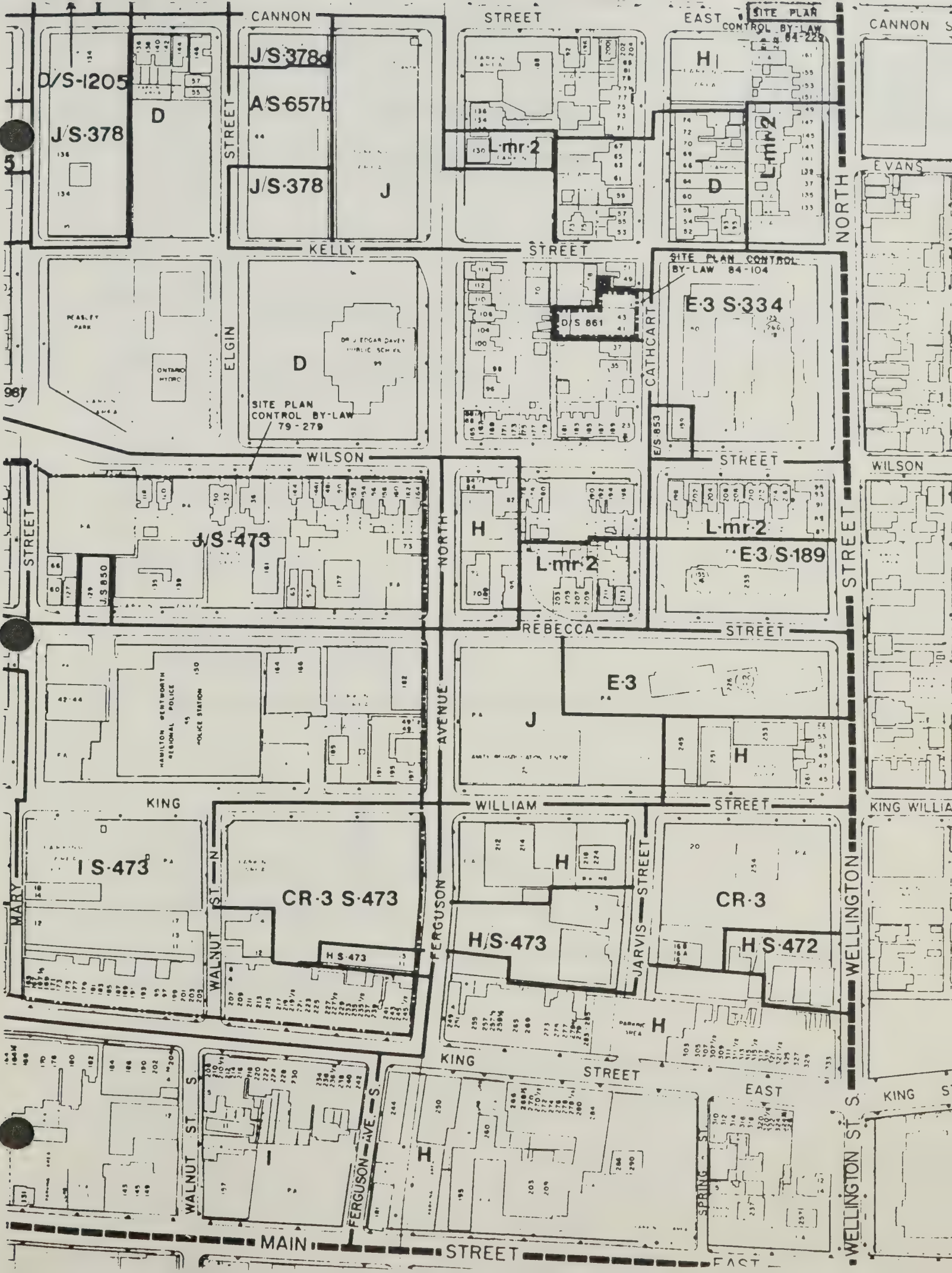
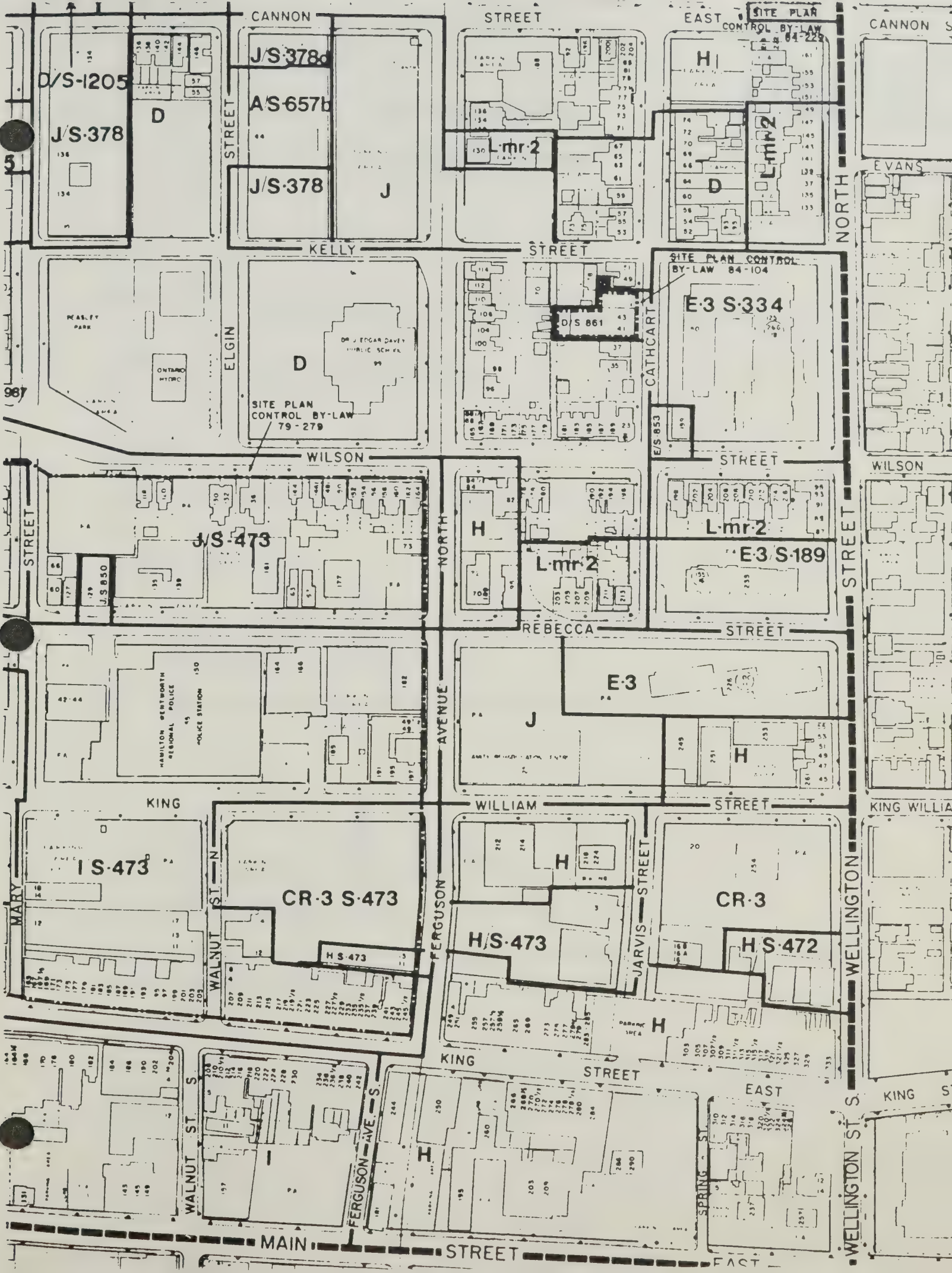
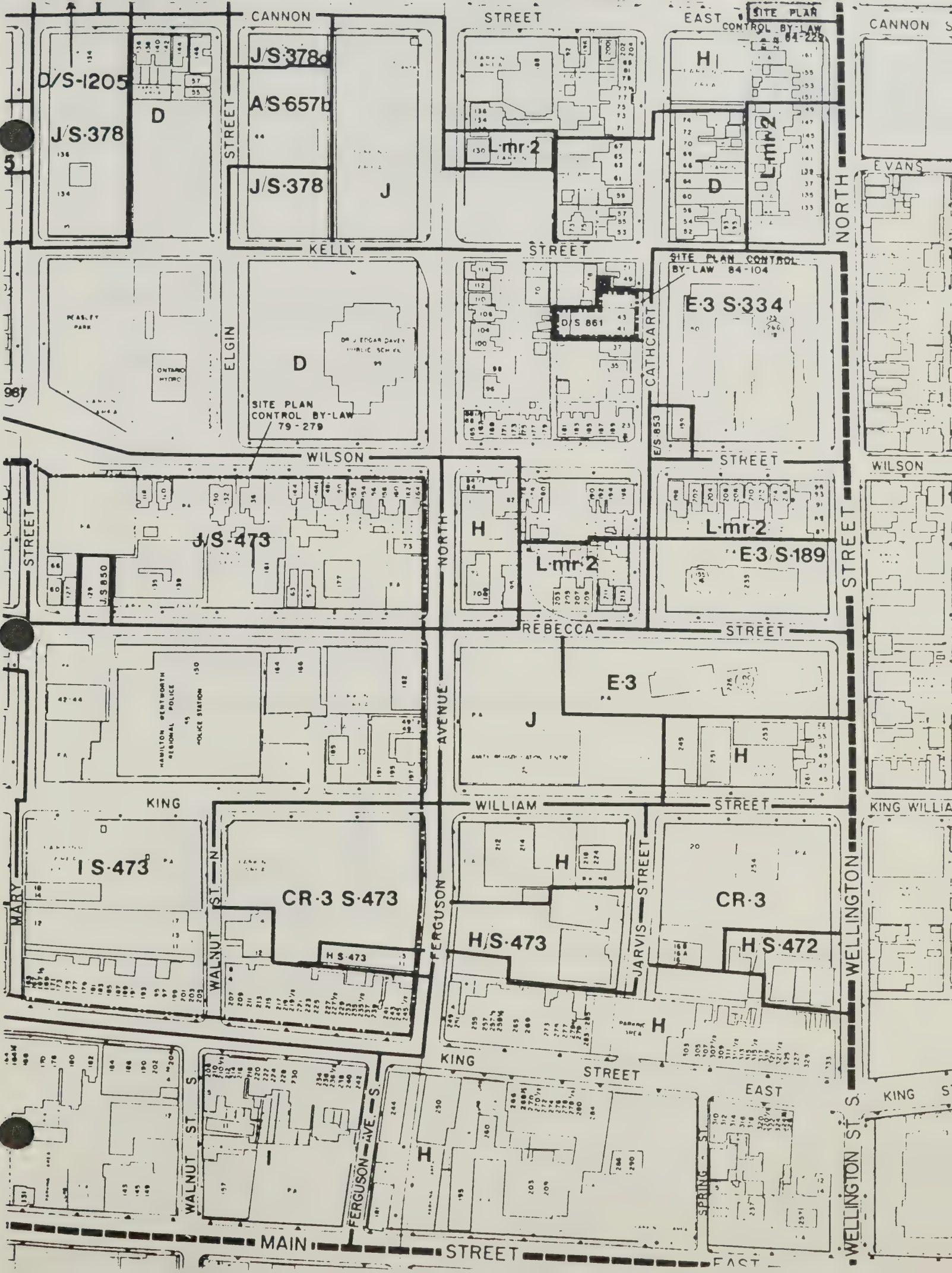
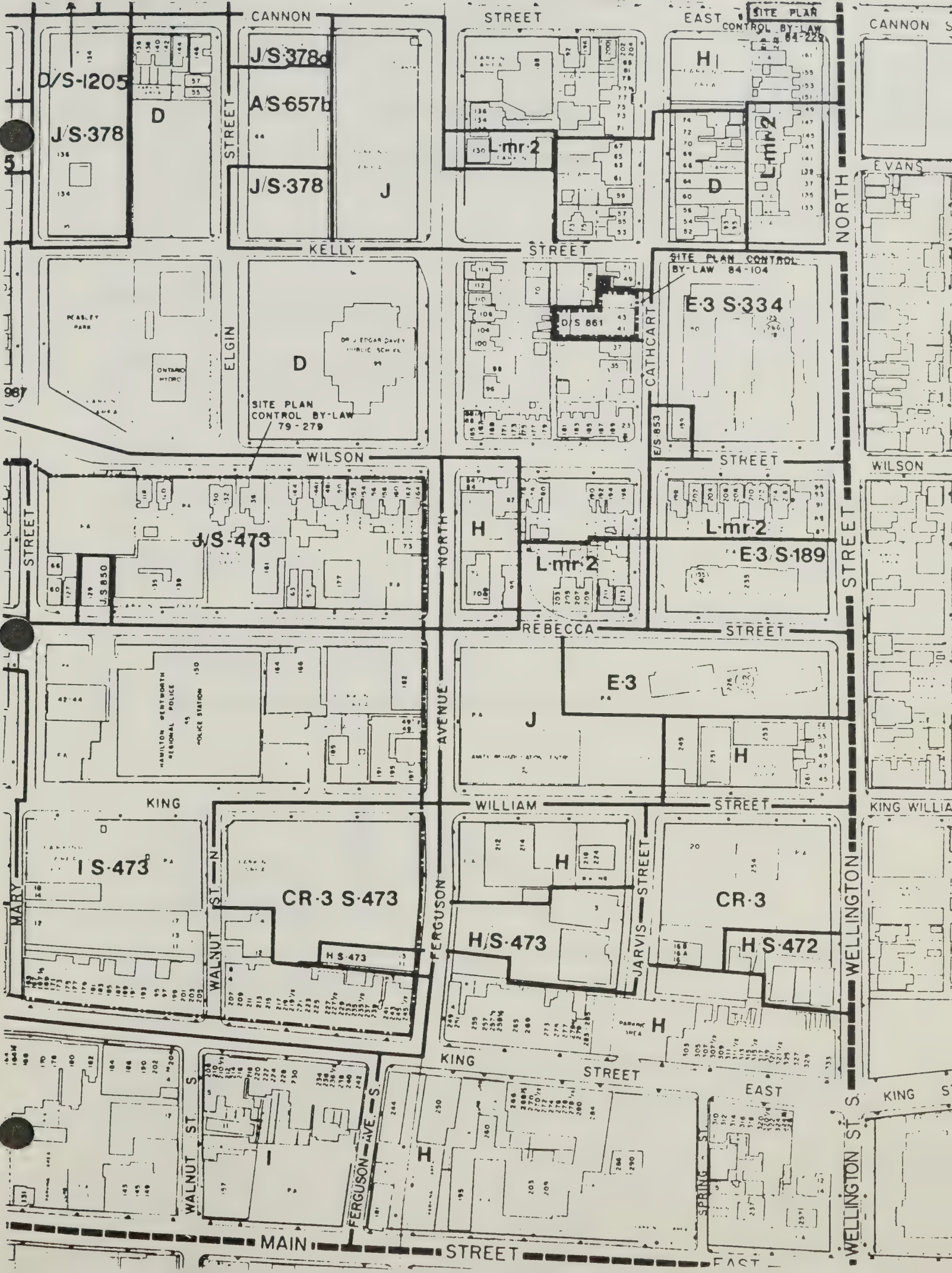
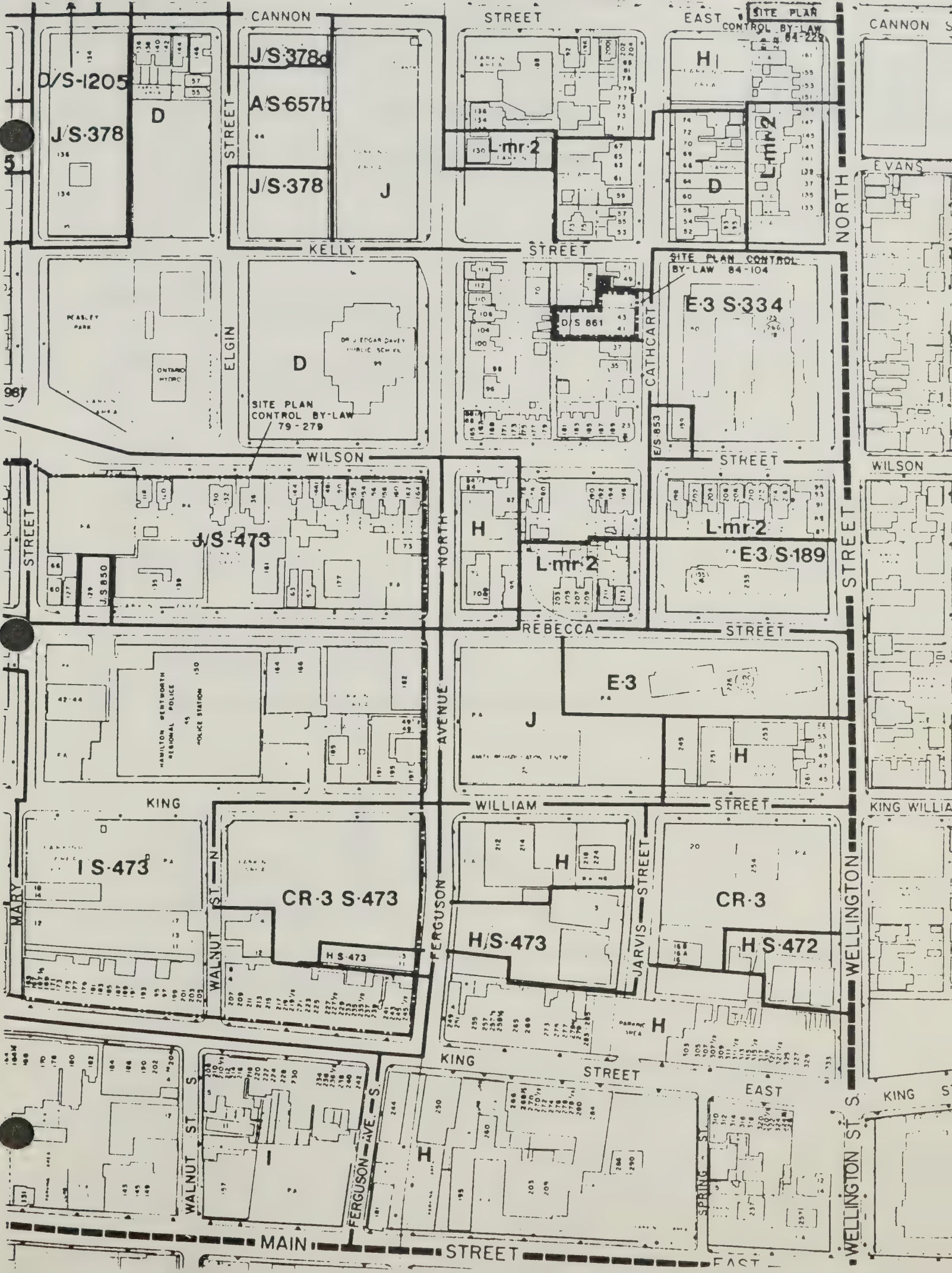
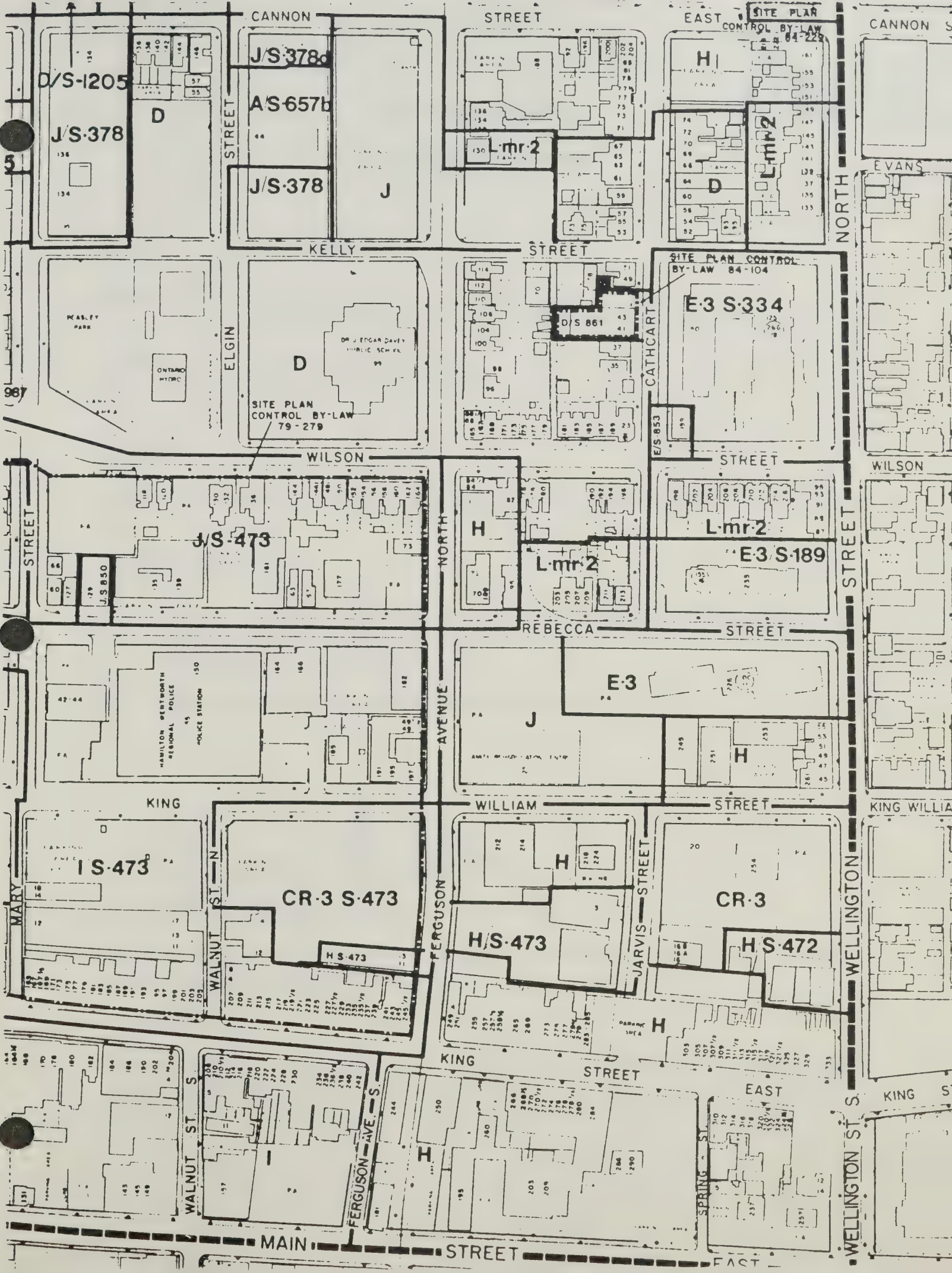
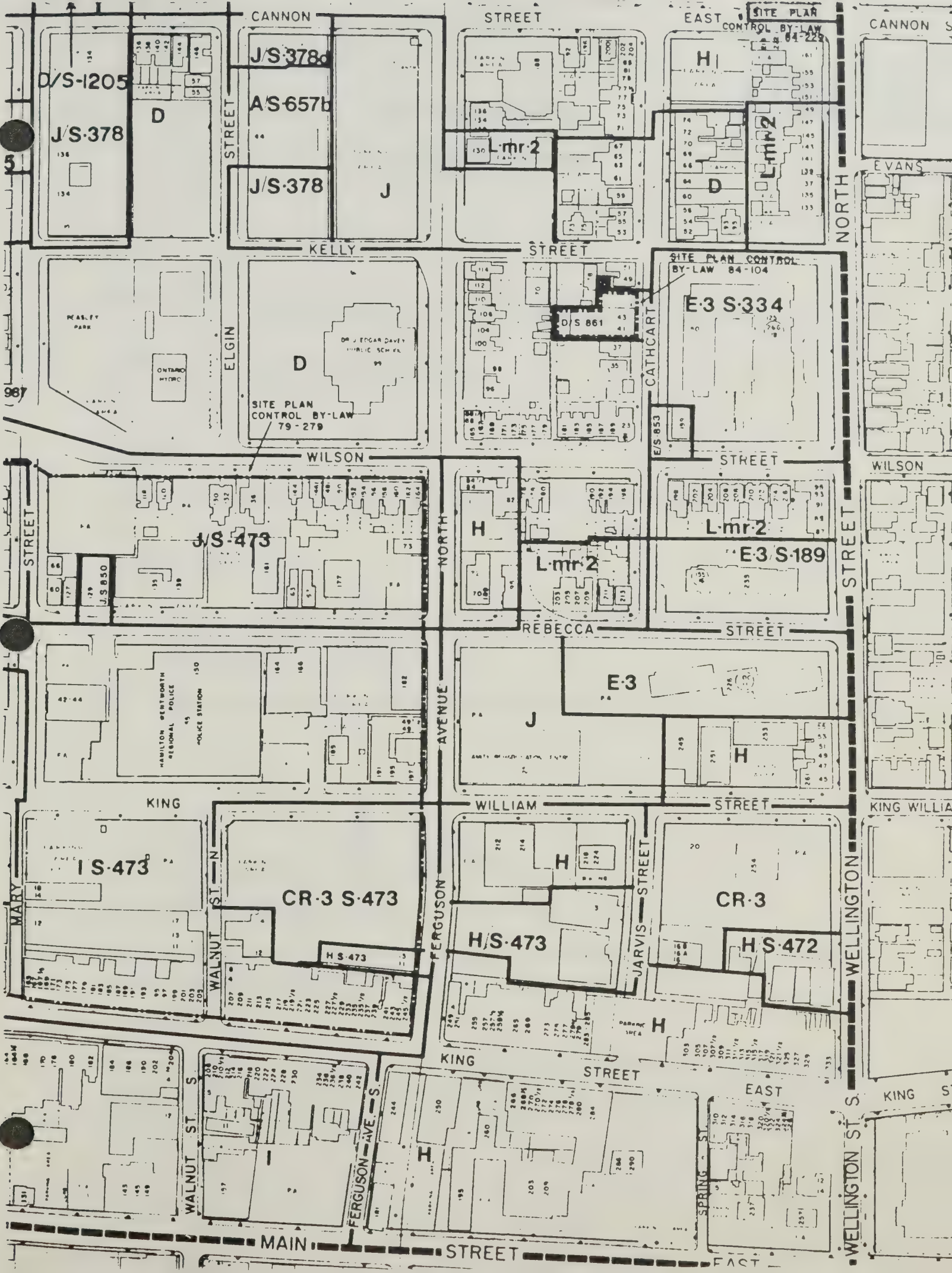
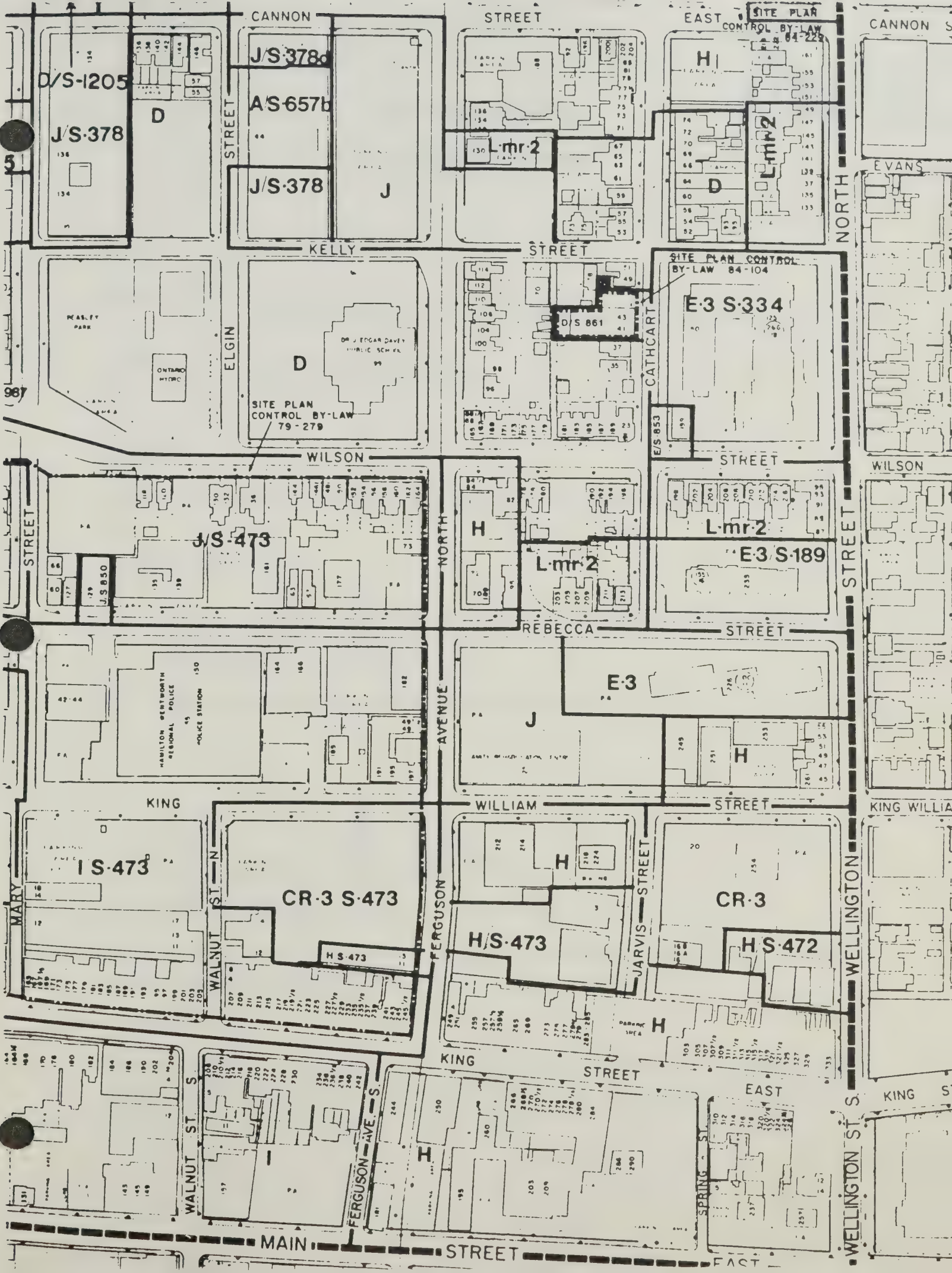
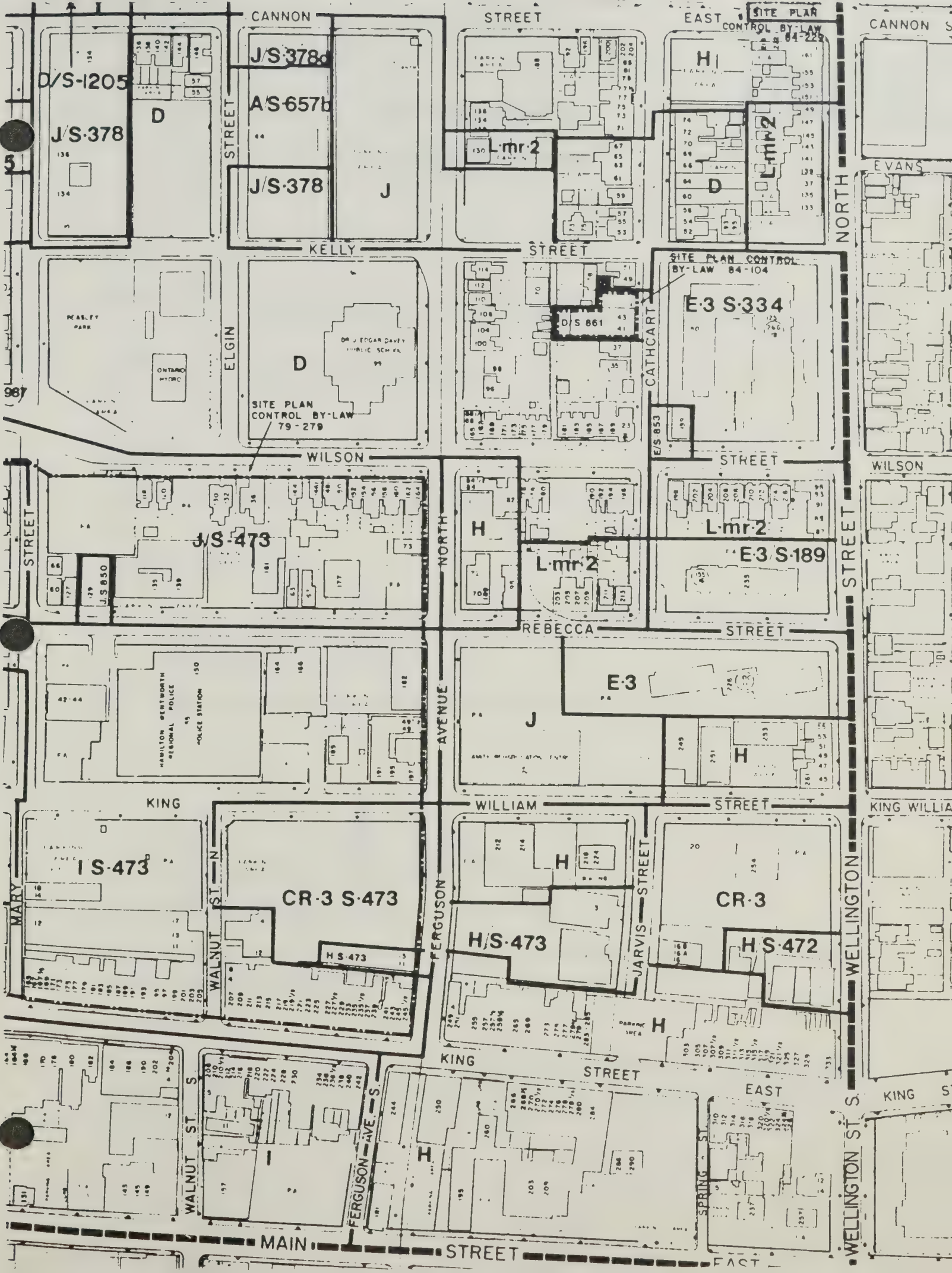
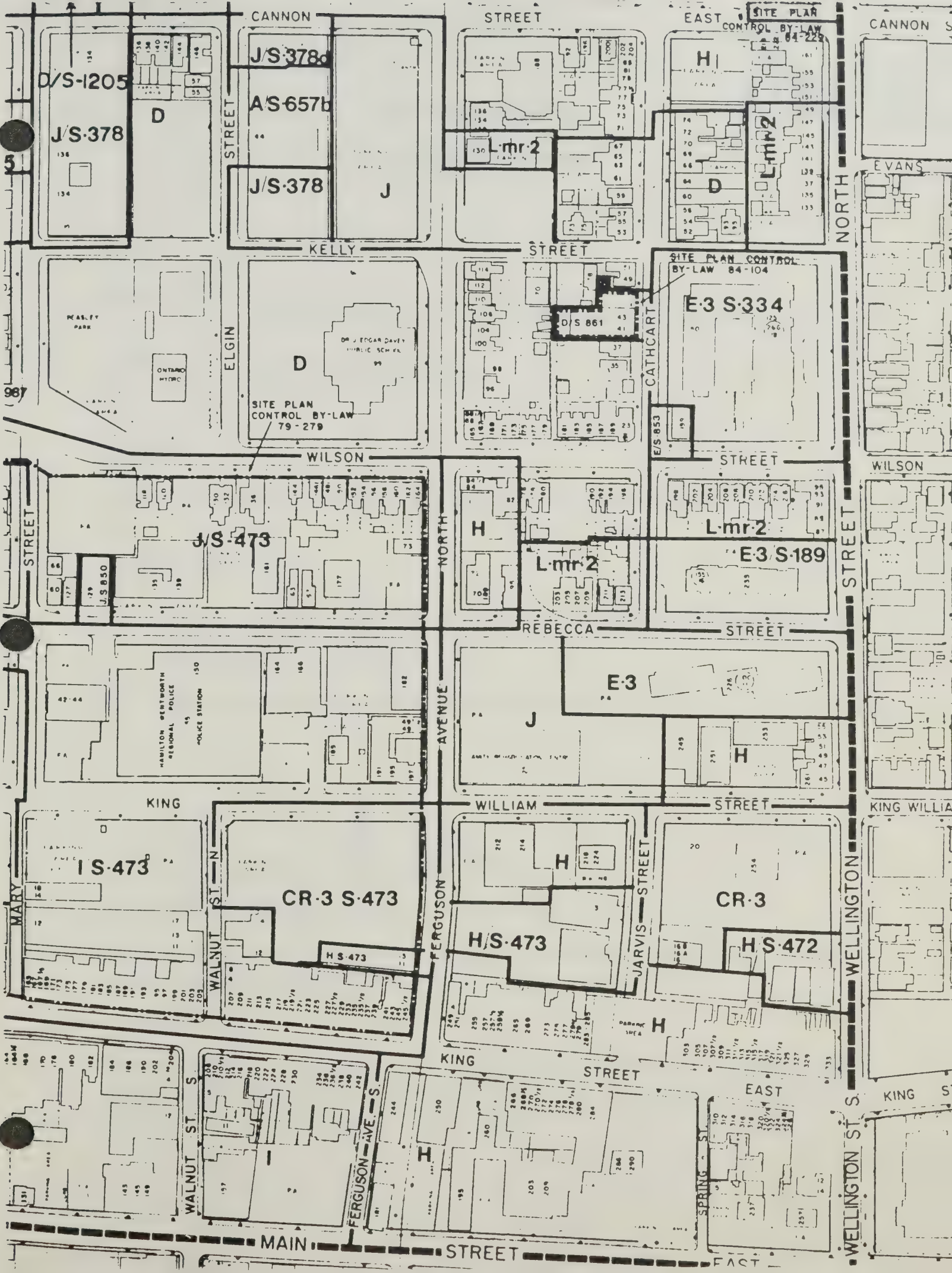
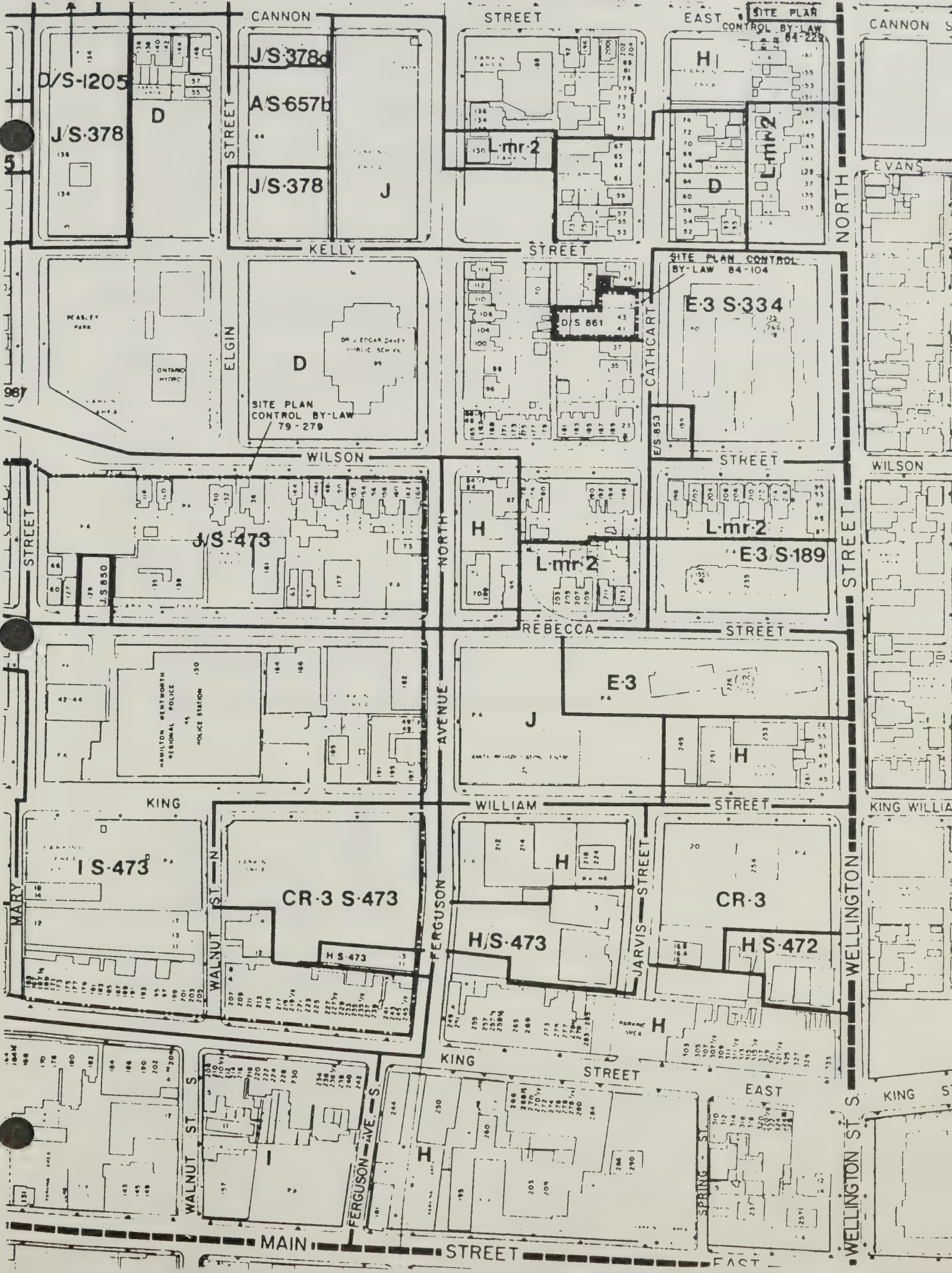
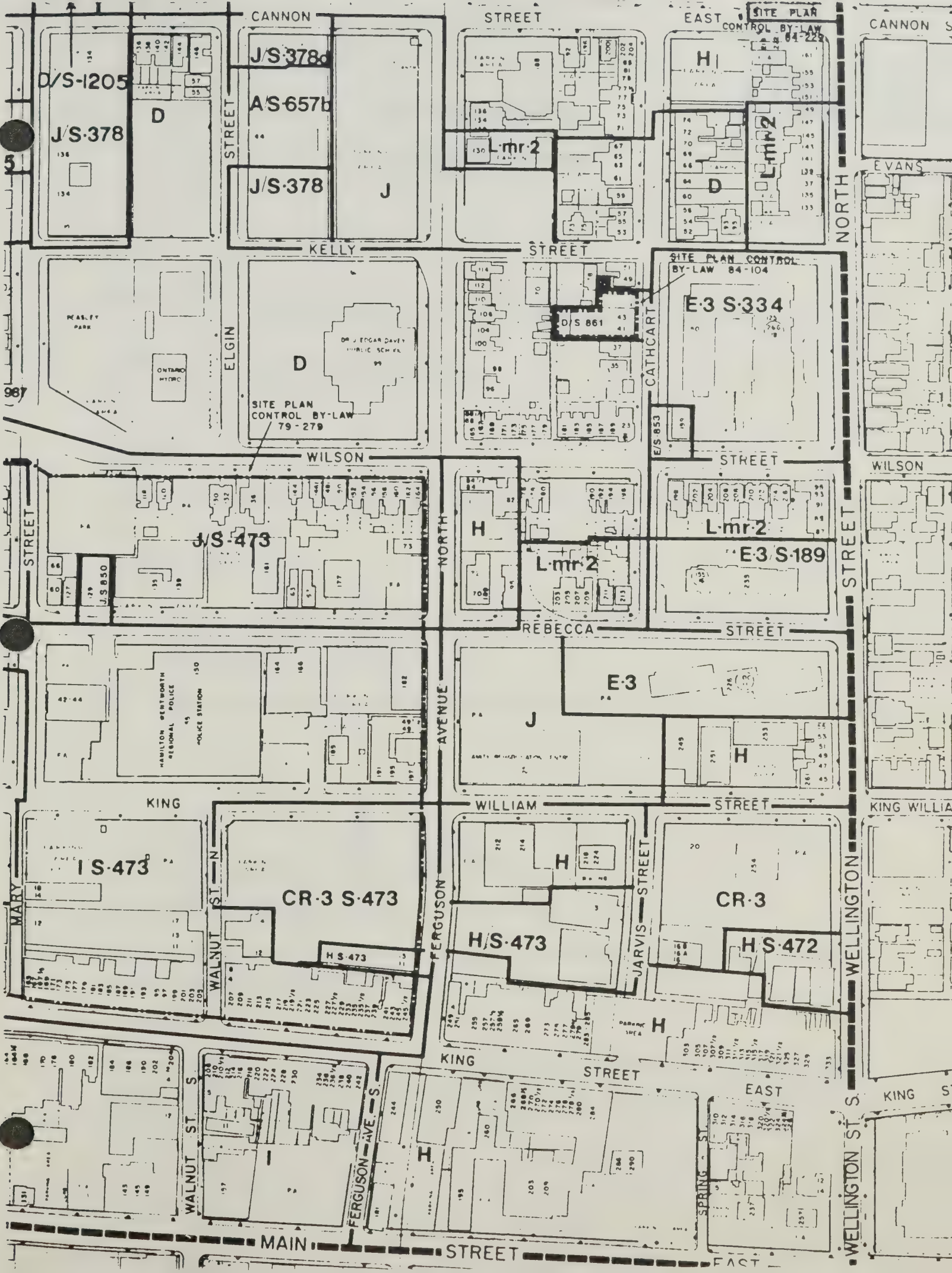
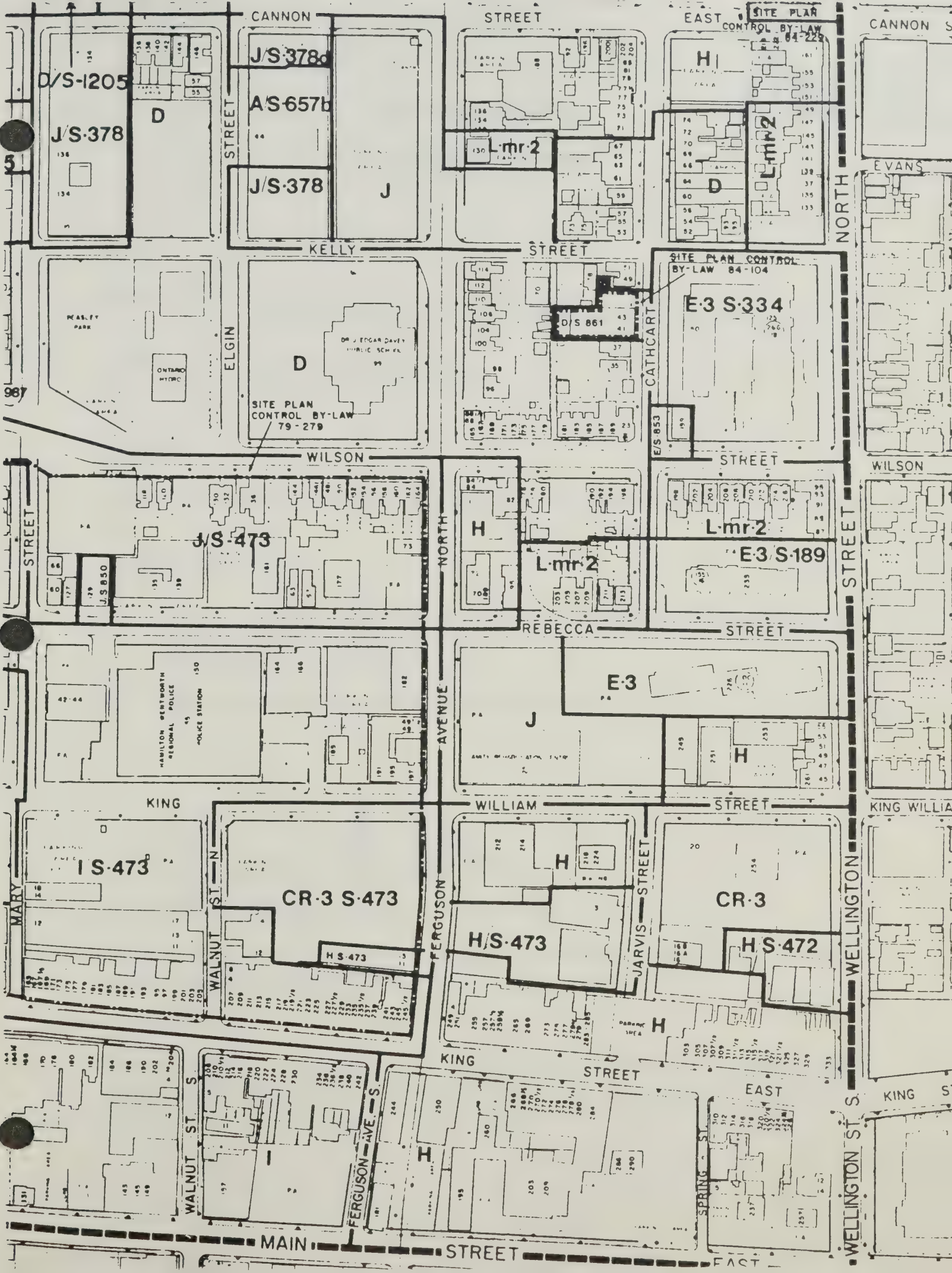
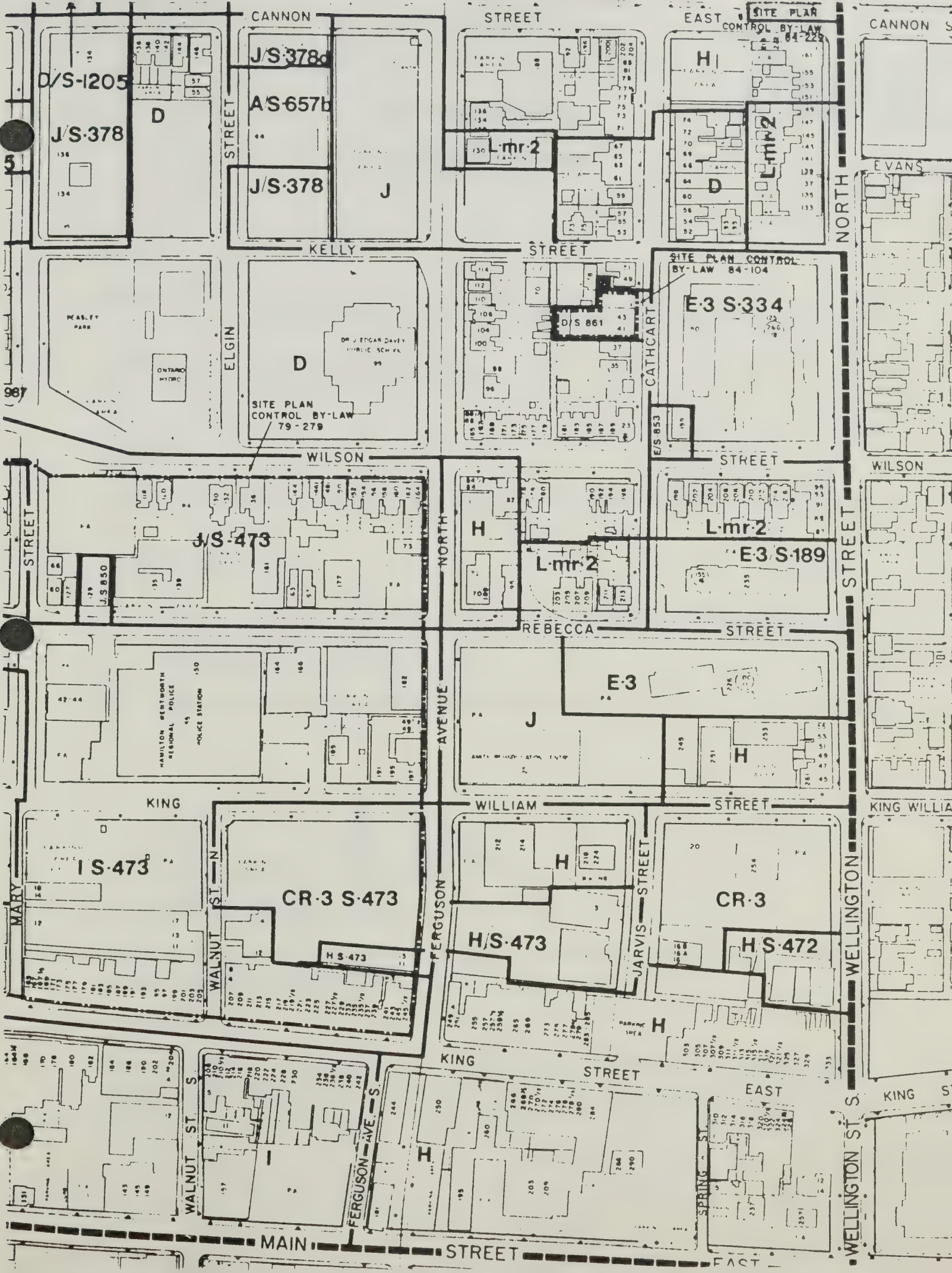
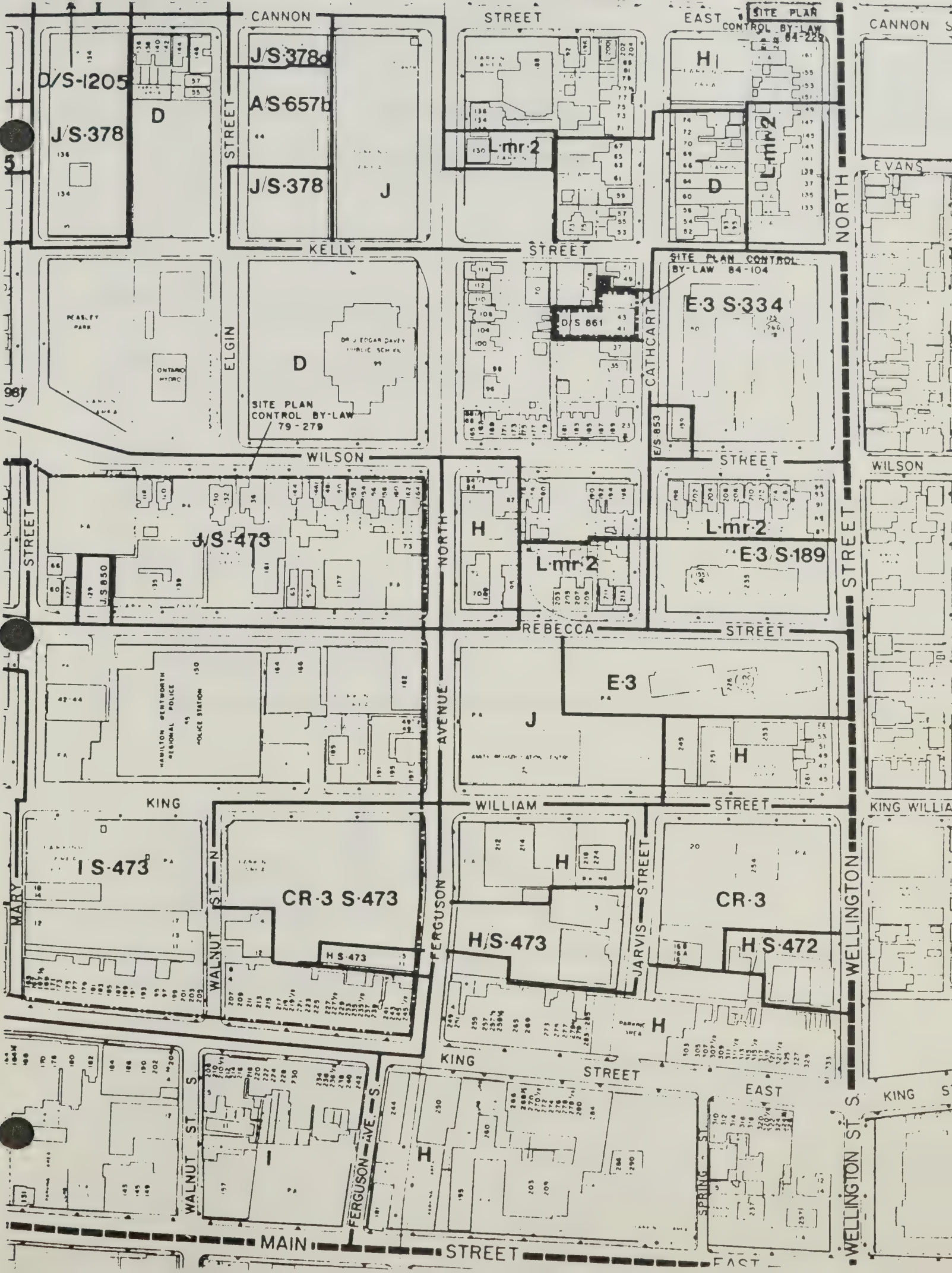
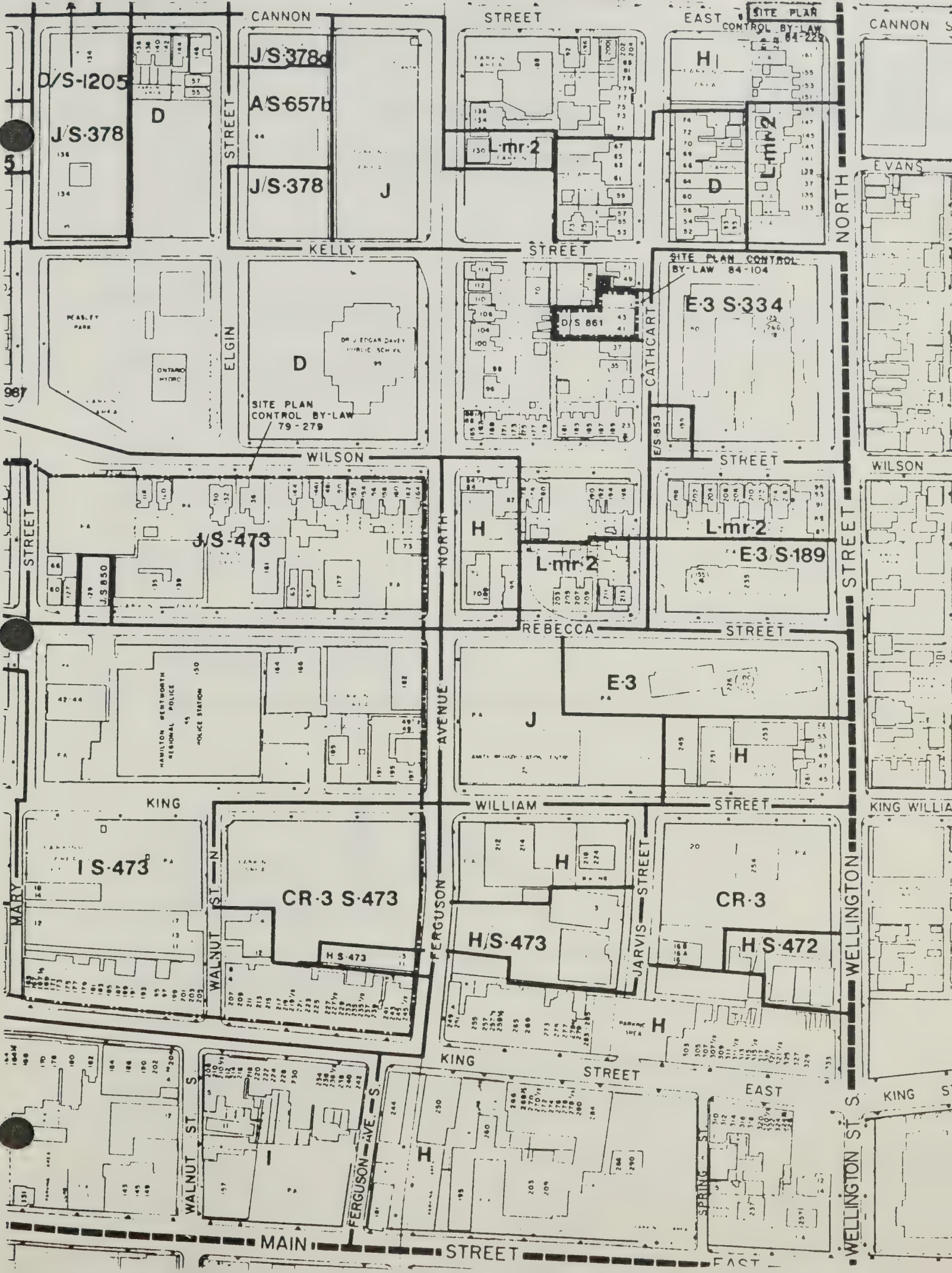
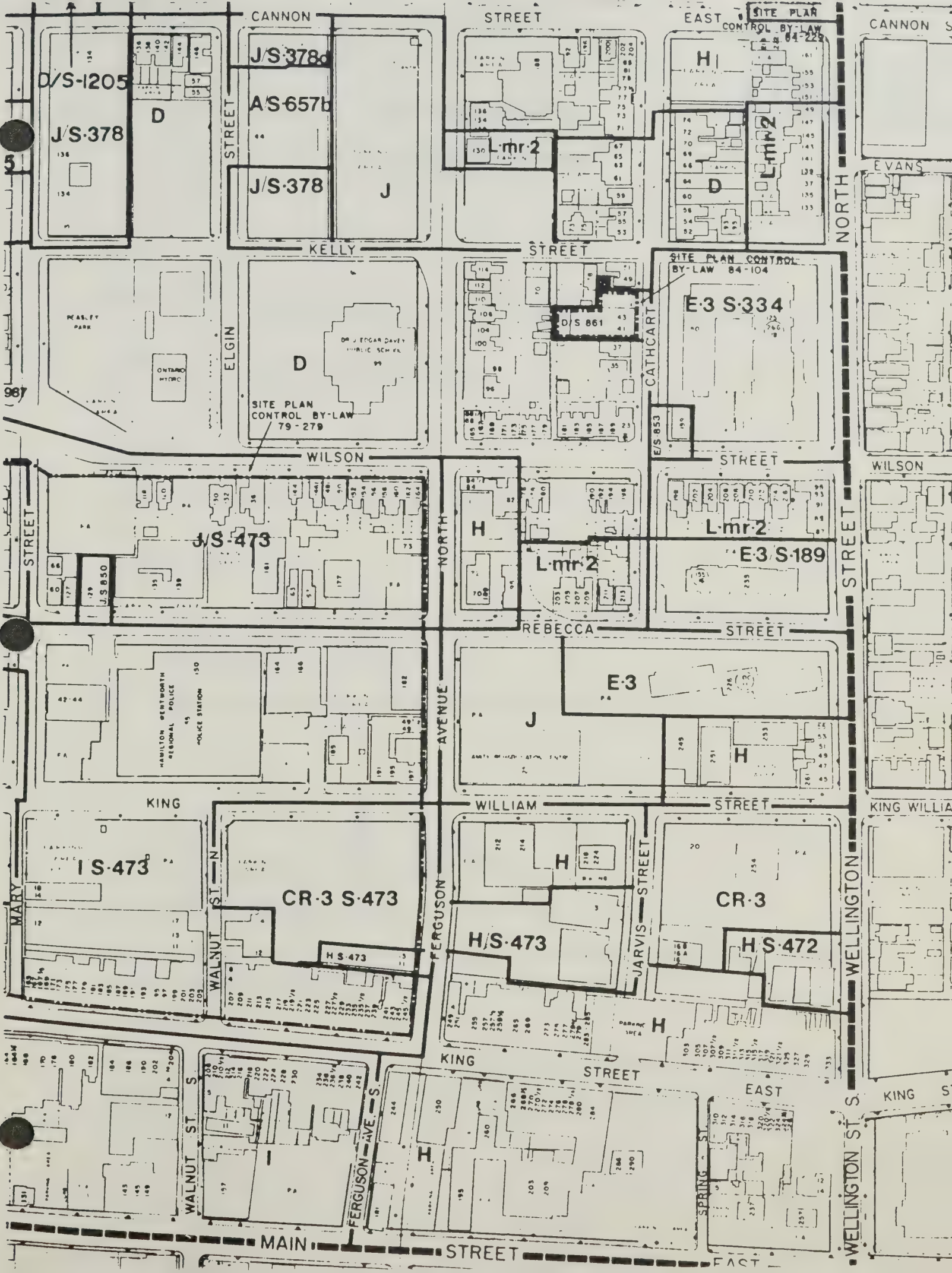
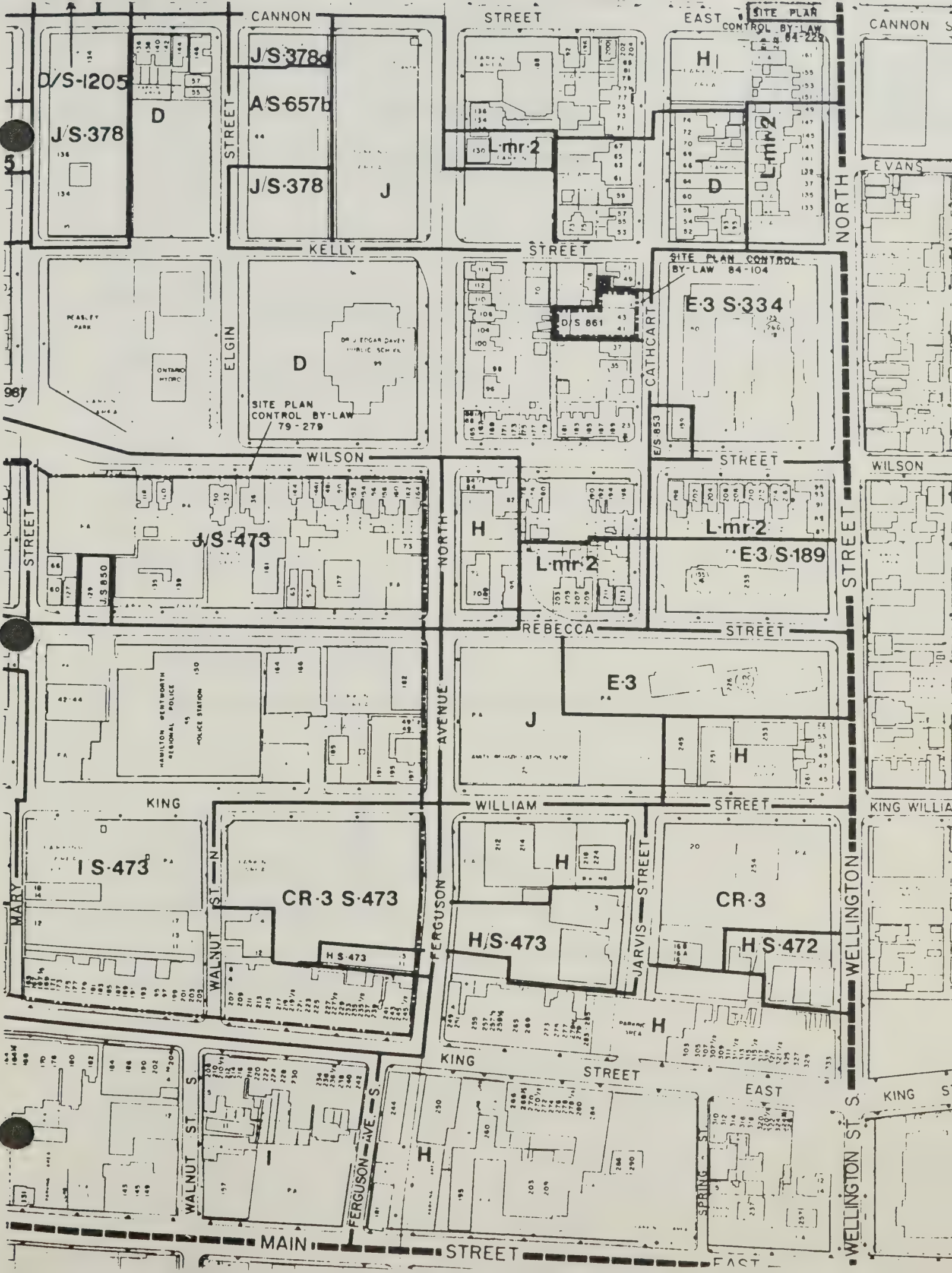
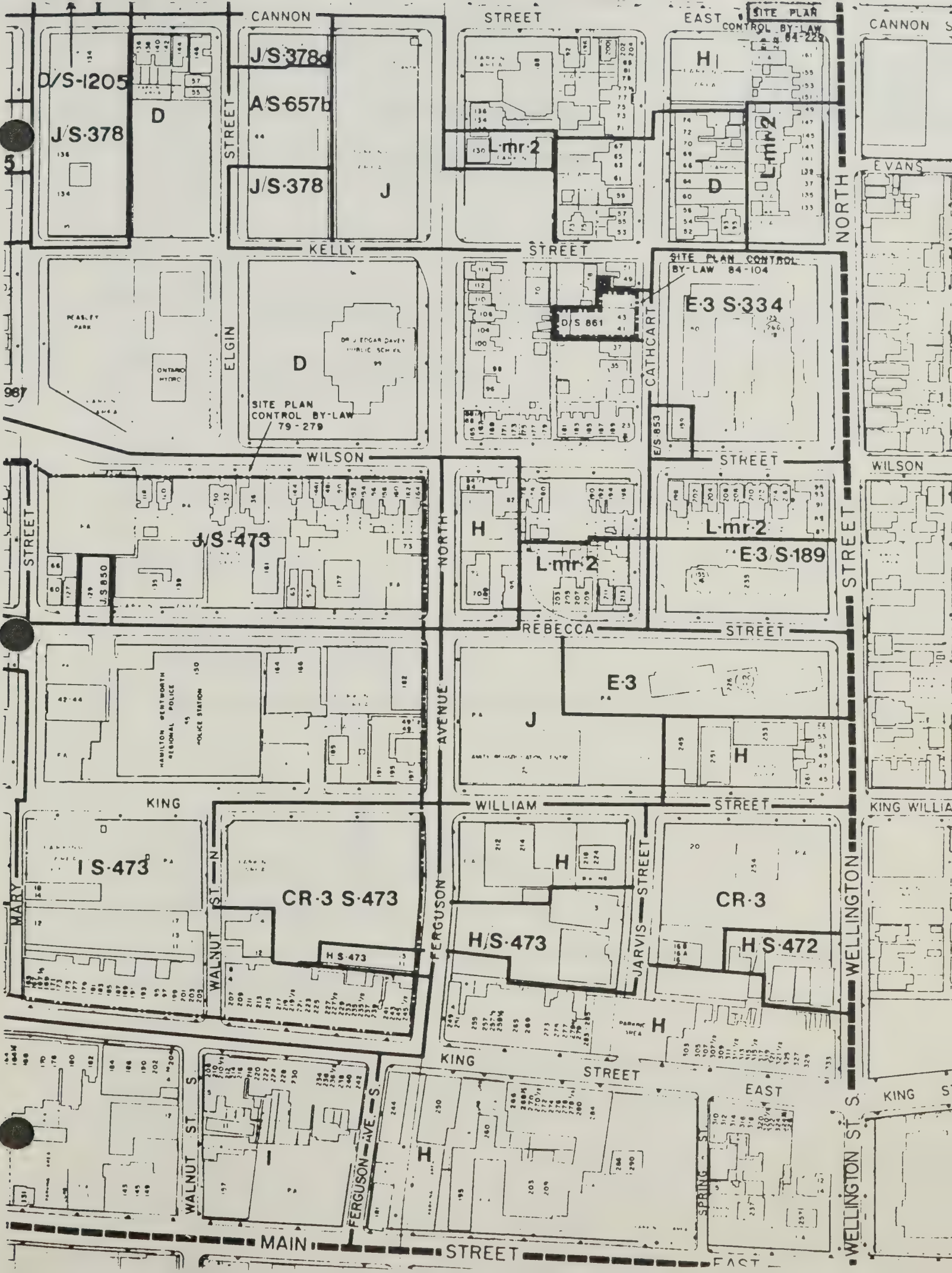
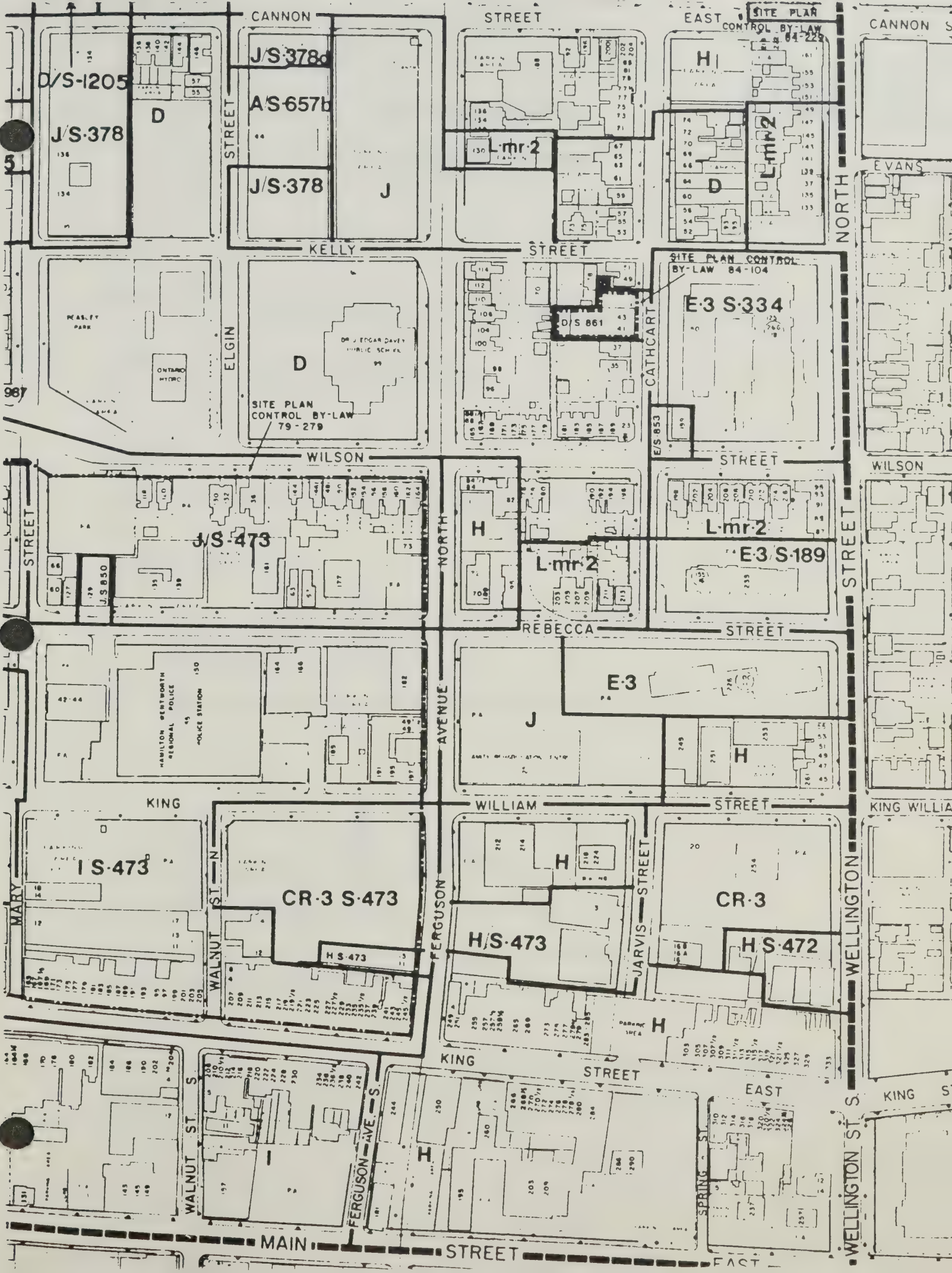
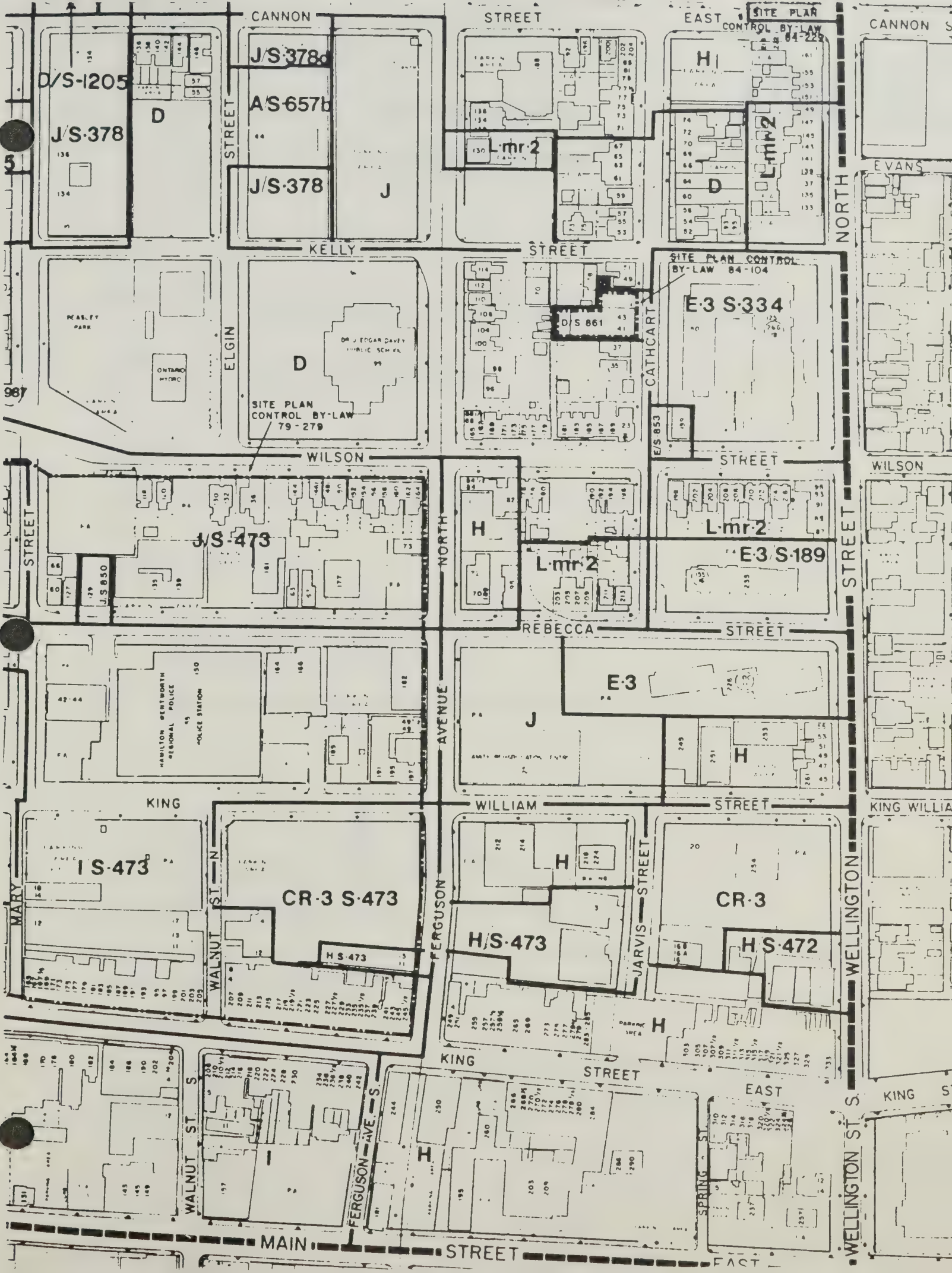
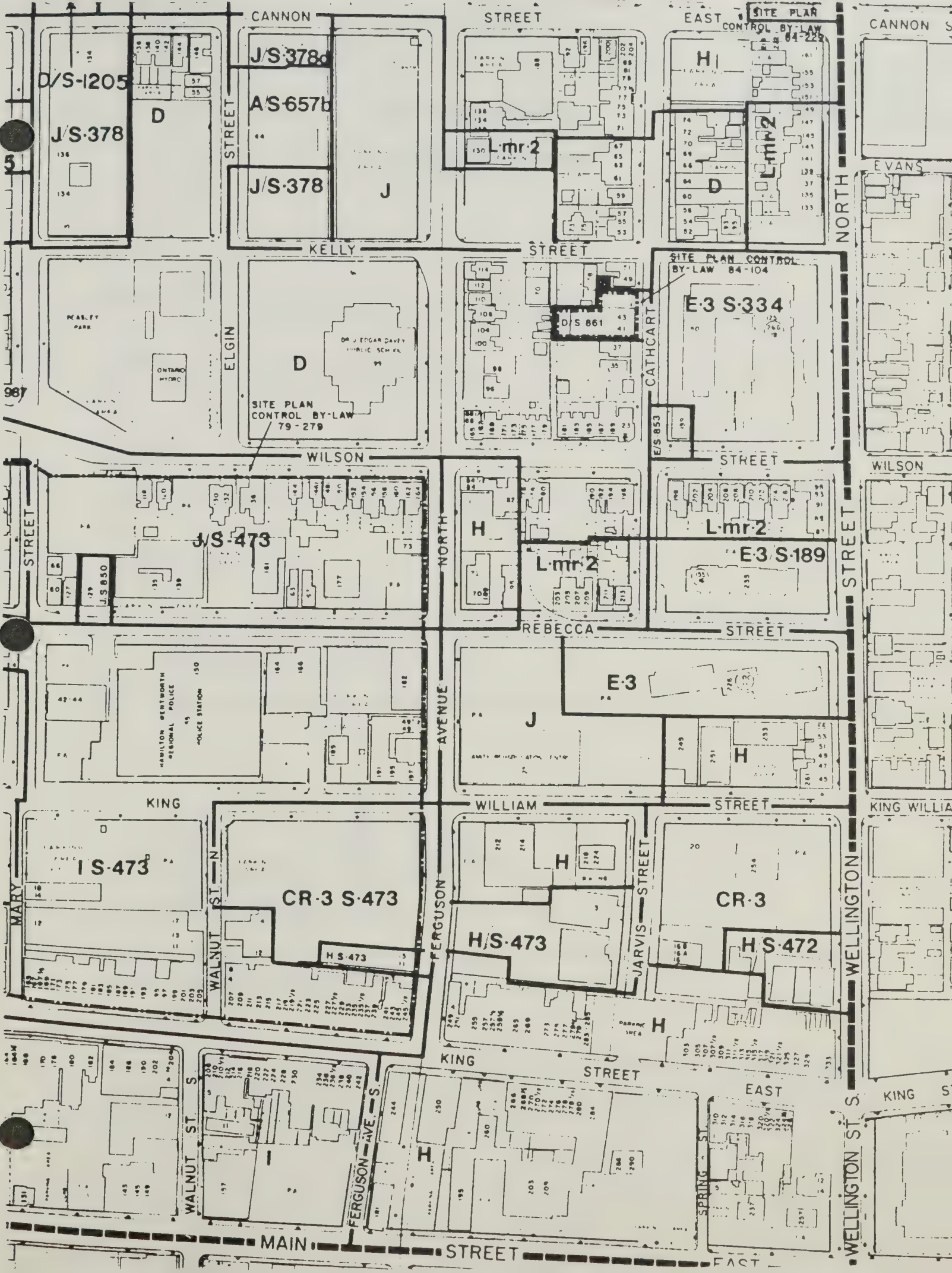
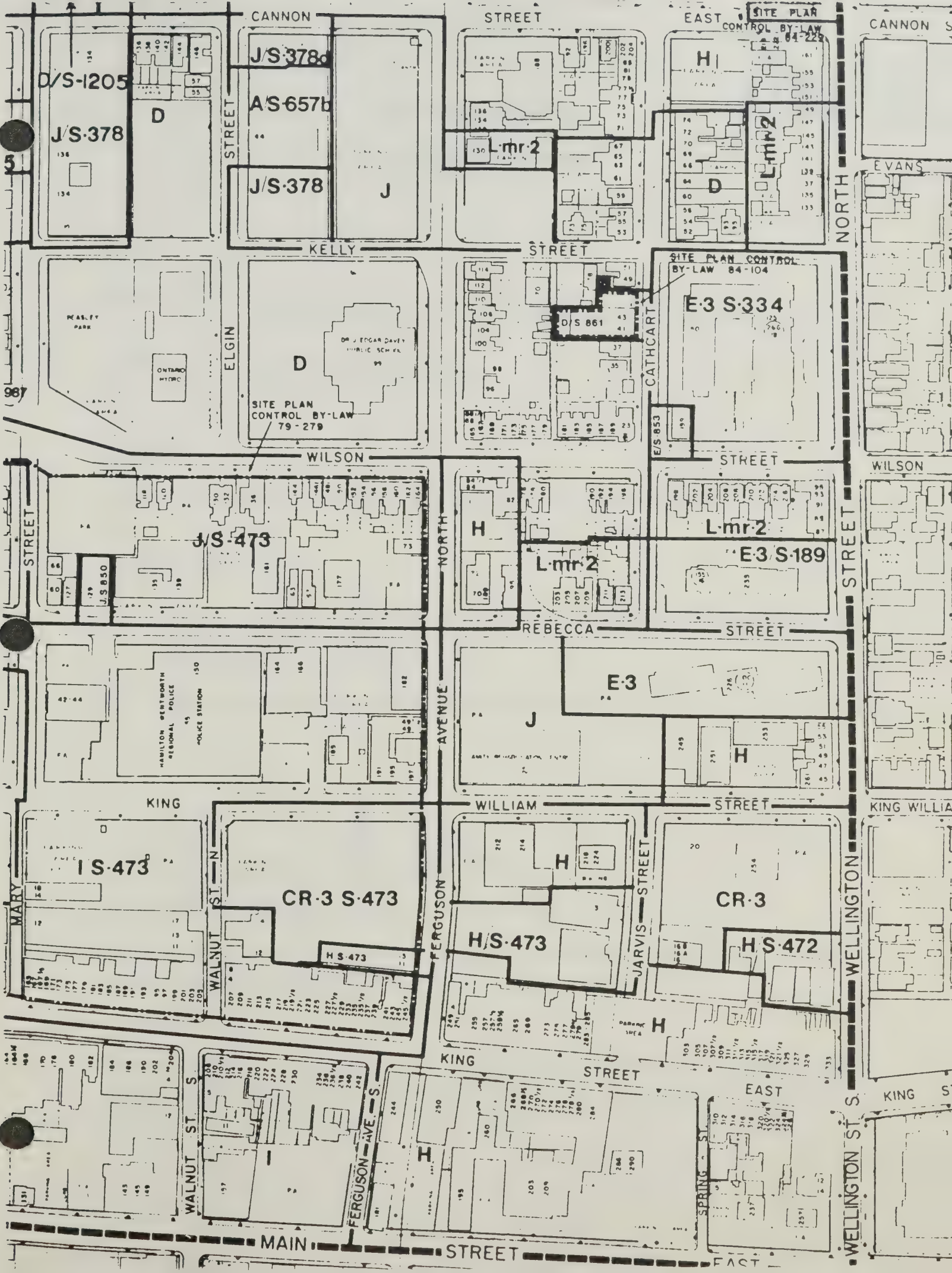
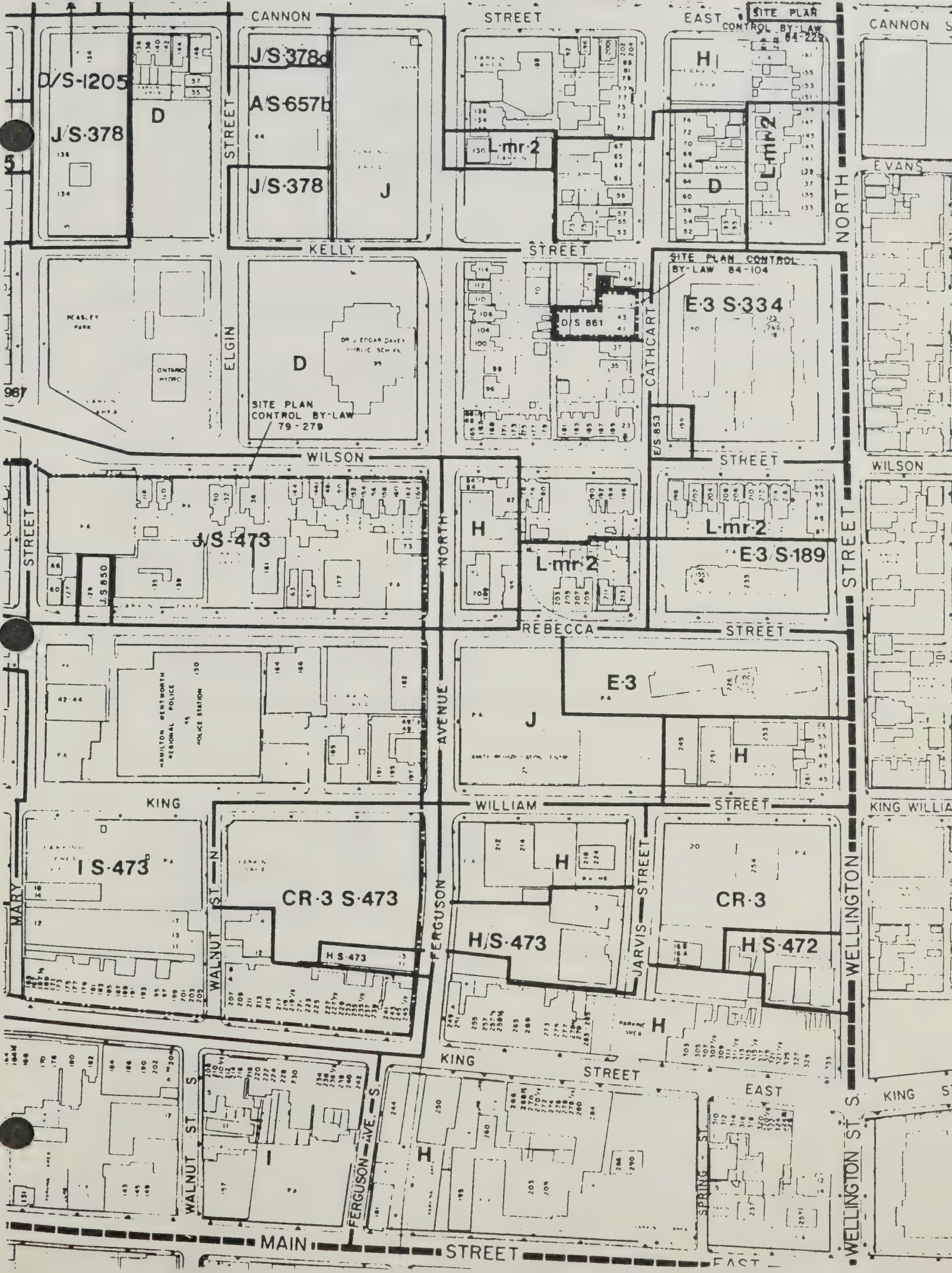
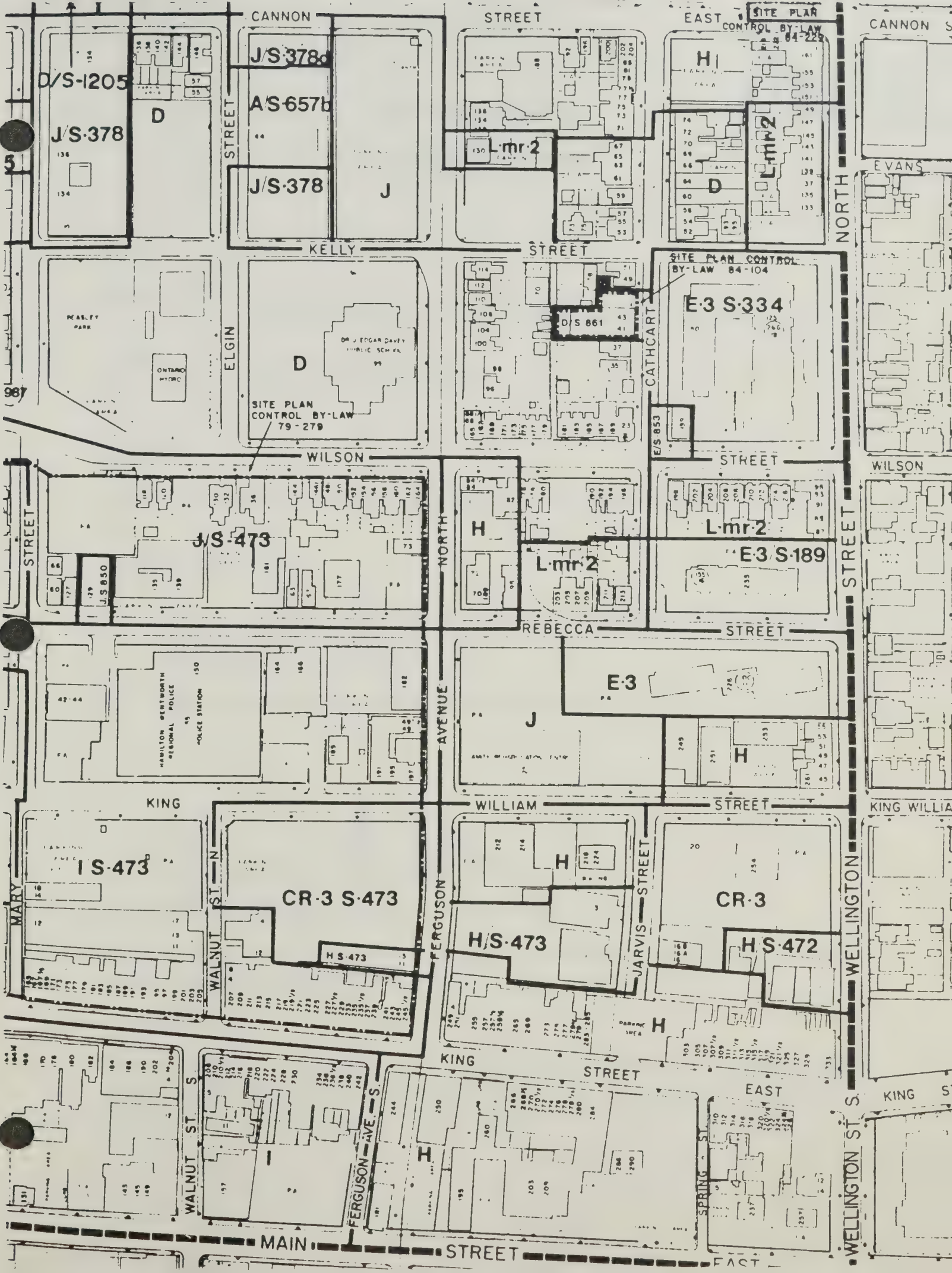
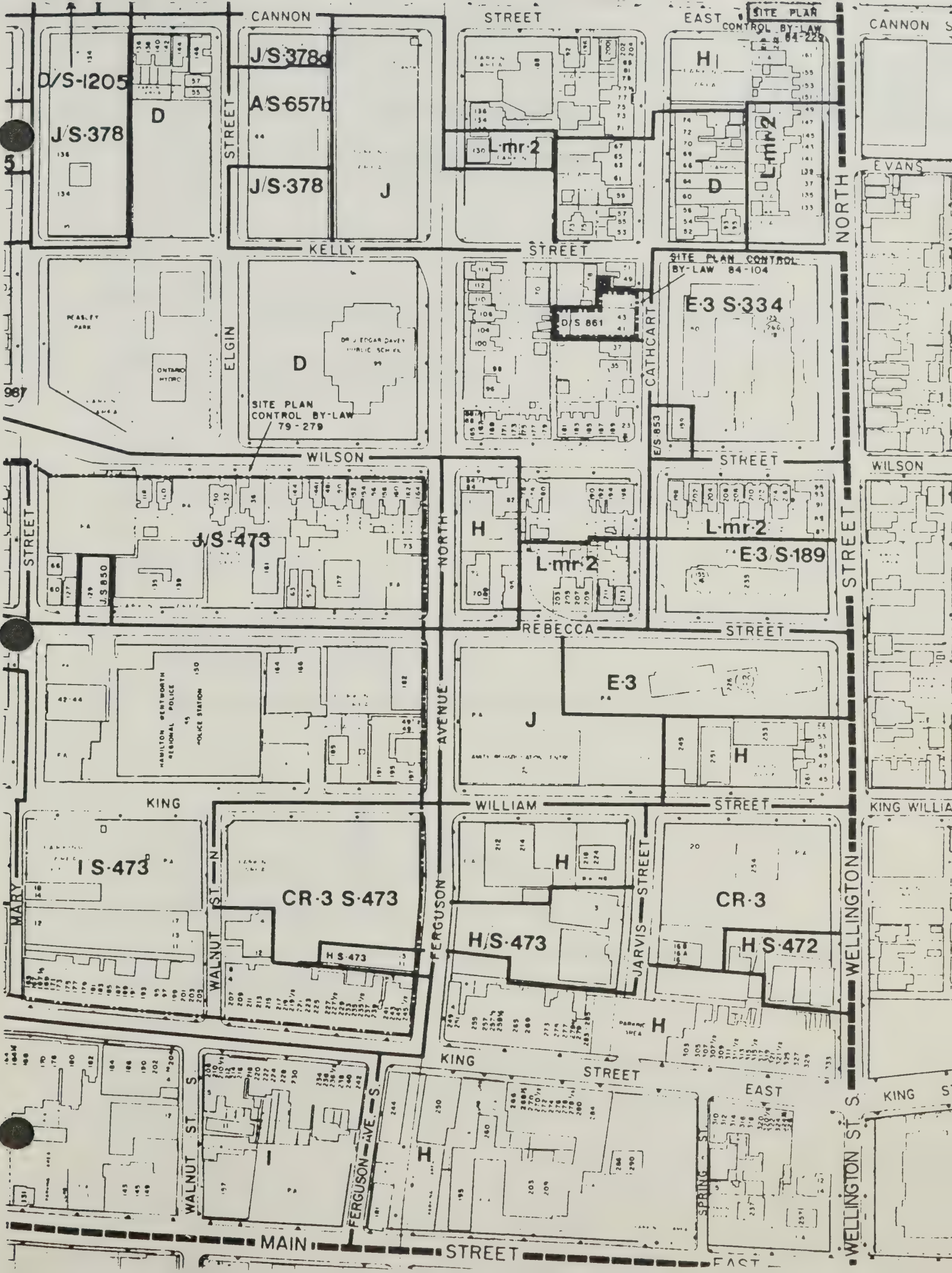
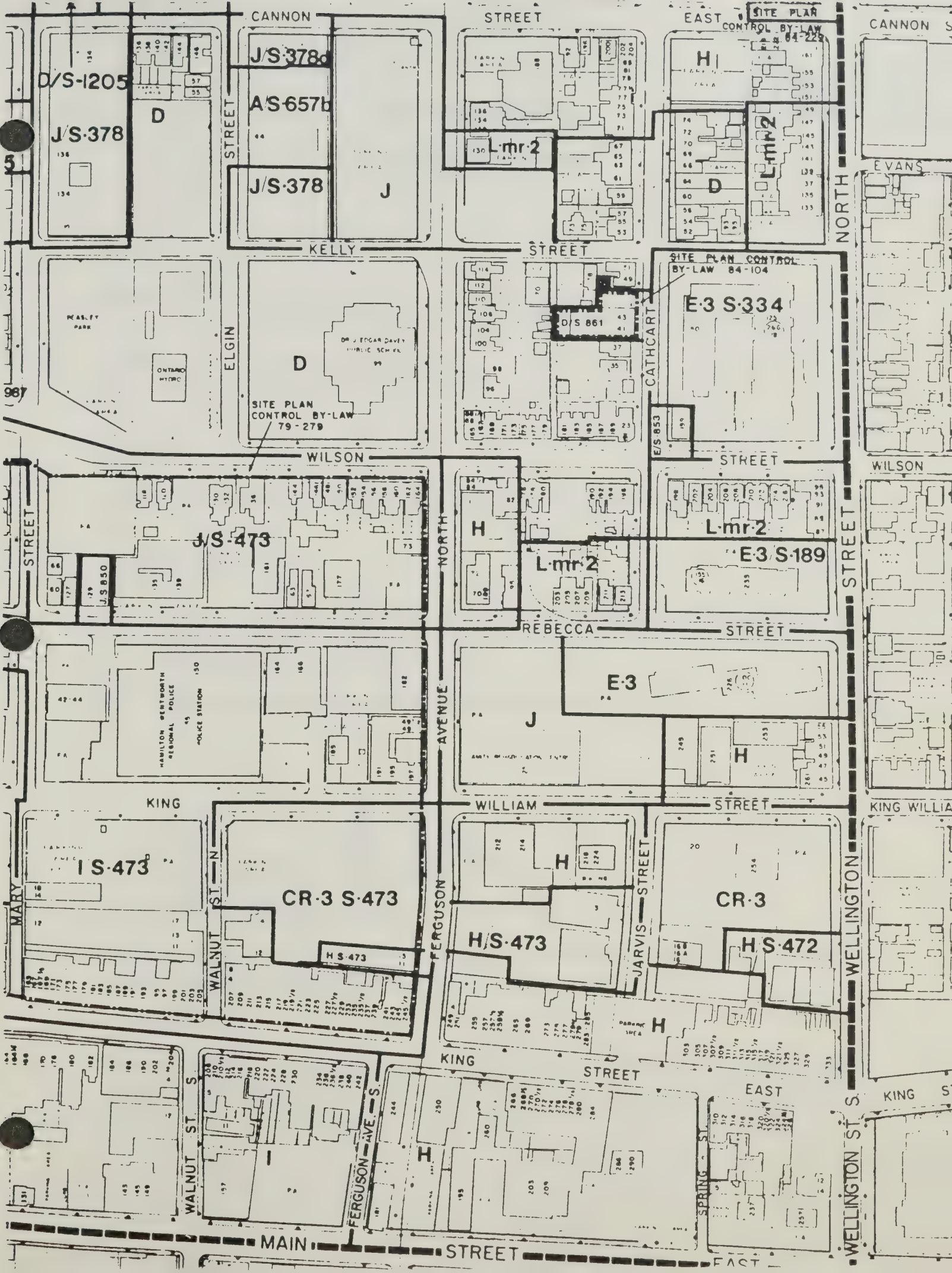
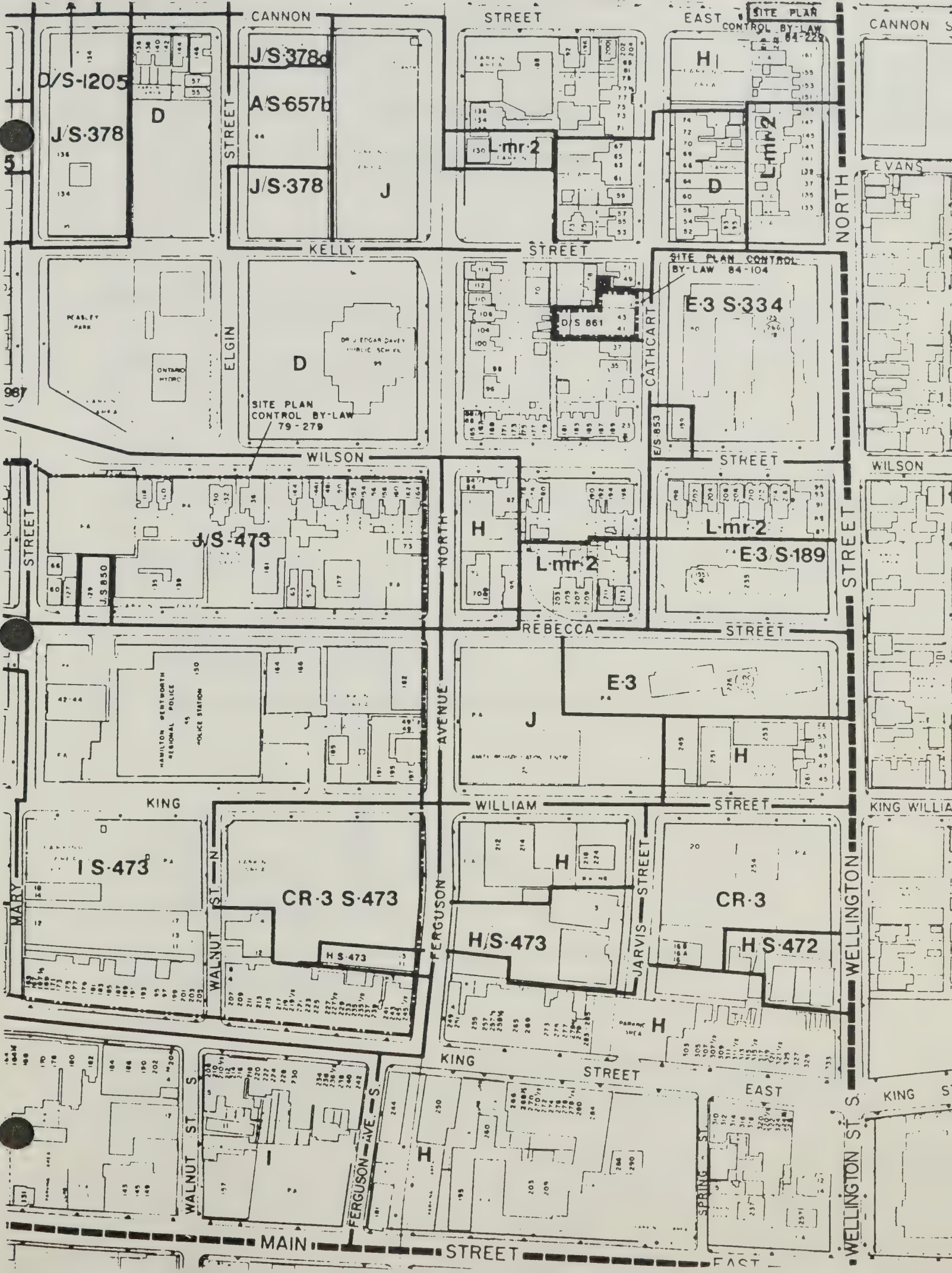
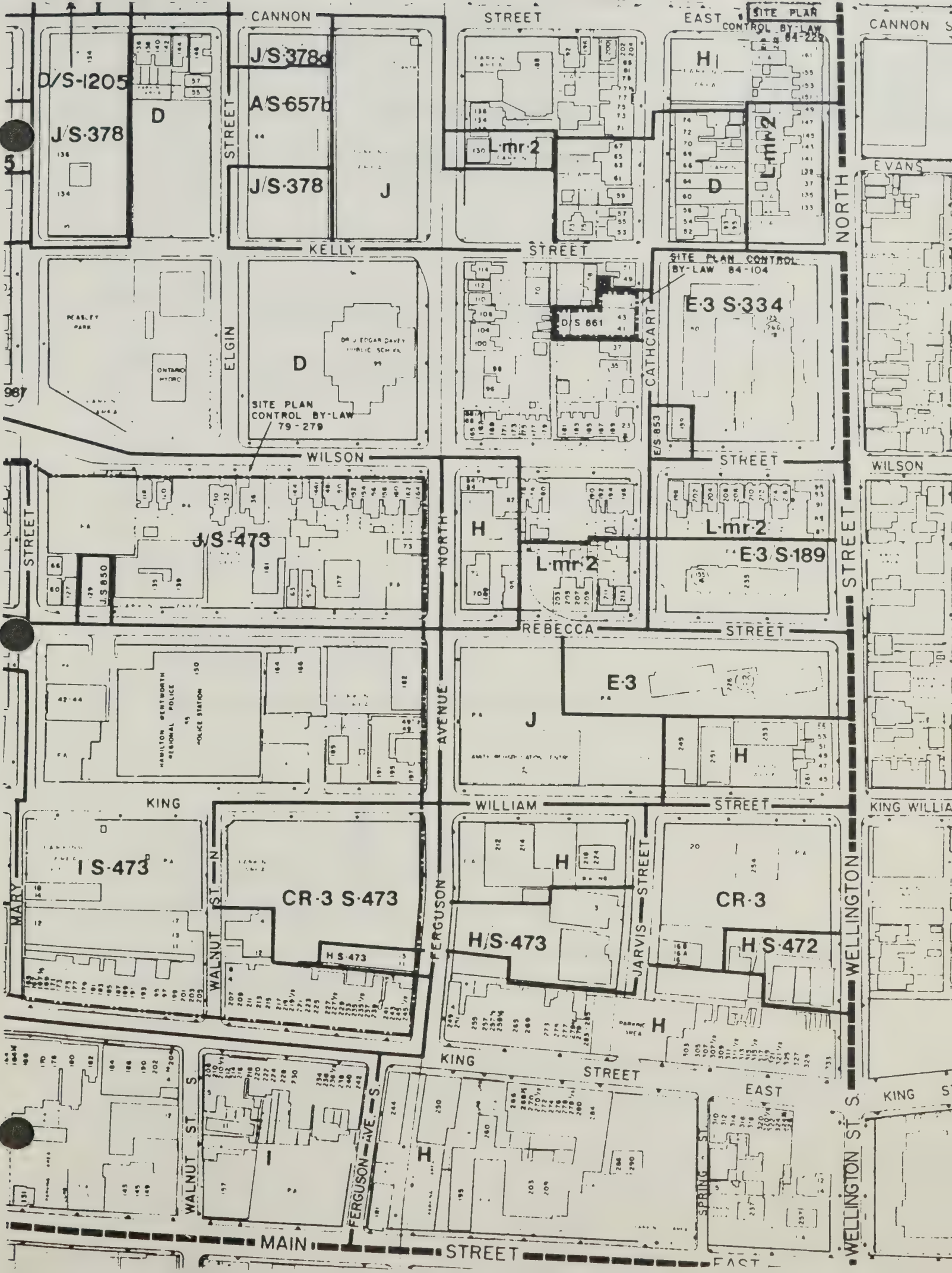
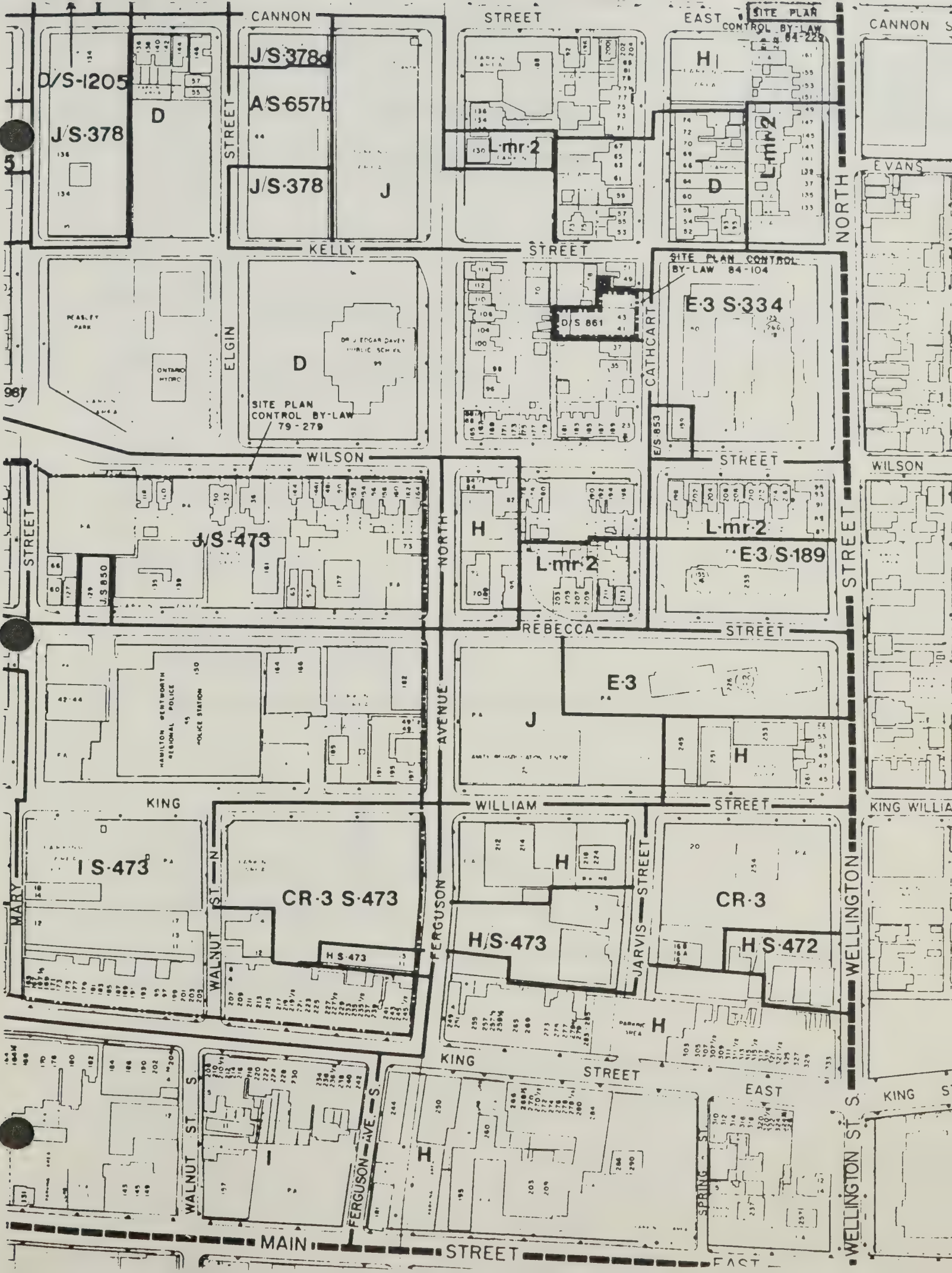
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs and parking meters.

BACKGROUND:

The railway tracks along Ferguson Avenue North have been removed and the "No Parking" railway clearance on the west side of Ferguson Avenue North is no longer required. The land use along Ferguson Avenue between King Street and Cannon Street is virtually all commercial. Therefore, it would be appropriate to remove this "No Parking" regulation and to install approximately 17 additional metered parking spaces for area businesses.

The Hamilton Parking Authority has requested that three hour parking meters be installed in this area, and also that the existing one and two hour meters on the east side be replaced with three hour meters to adequately serve both Theatre Aquarius, the Broadway Theatre and area merchants.

⁽¹⁶⁾
HM/CVB/ks



2(BX)xf

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 01

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 19 1993

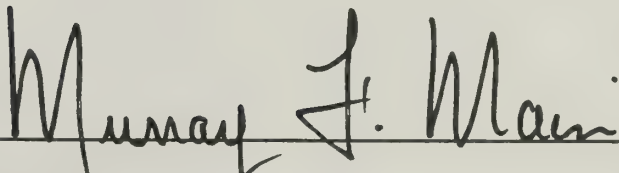
SUBJECT:

CITY CLERKS

Napier Street between Pearl Street and Wellesley Street - Parking Regulations. (TEC-23-93)

RECOMMENDATION:

- a) That the existing "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the south side of Napier Street between Wellesley Street and a point 36 feet easterly be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

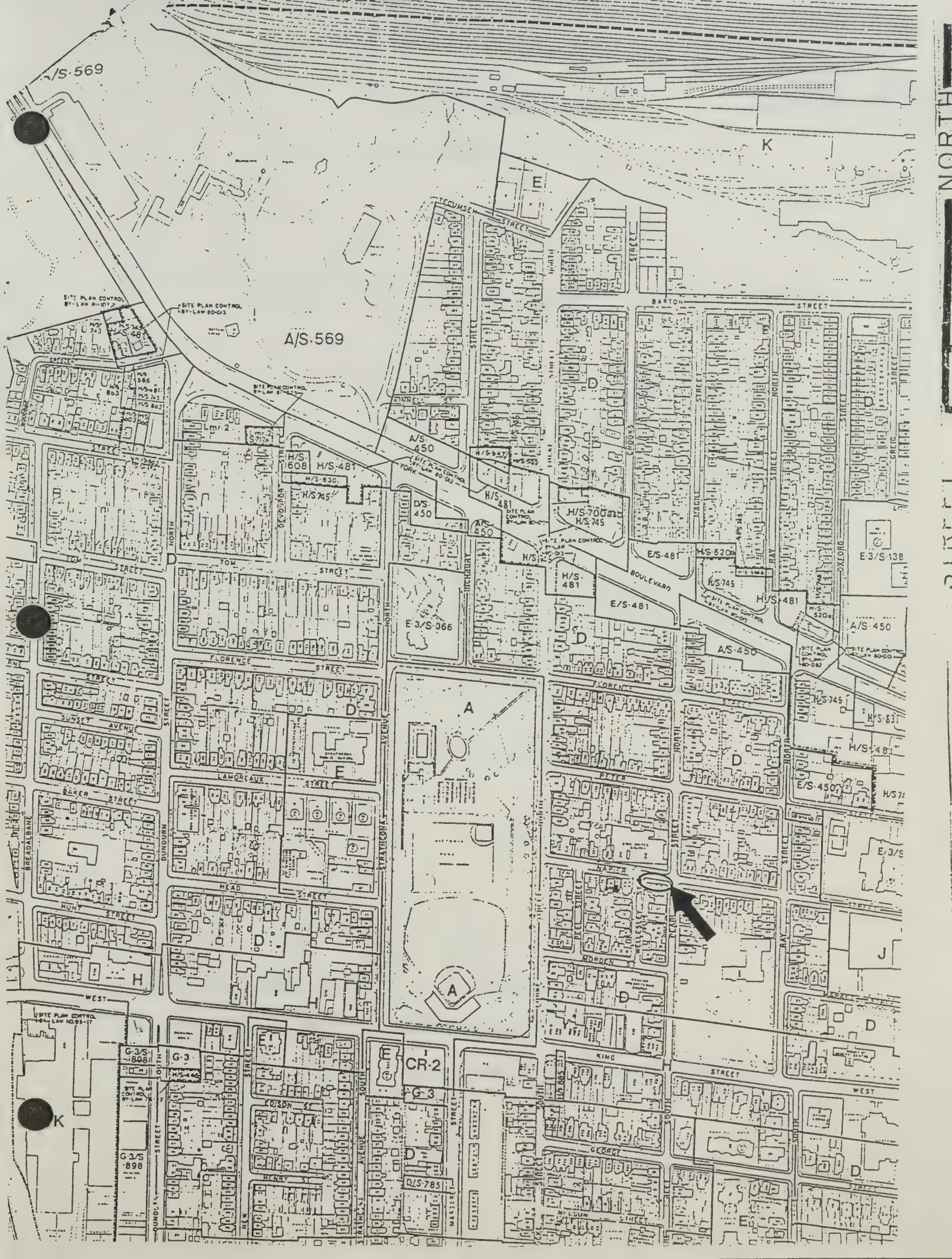
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Ernie Thivierge, No. 211 Napier Street that the existing "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be removed from the south side of Napier Street, directly in front of his home.

Presently, Napier Street has a 22 foot pavement width, and parking is prohibited on the north side and unrestricted on the south side of the street except for the above-noted one hour time limit which controls only one legal on-street parking space directly in front of the resident's home. The resident is requesting that the regulation be removed since it is continually occupied by non-residents. Since the resident who abuts the regulation has requested the removal of the "One Hour Parking Time Limit" regulation, the Traffic Department concurs with the request.

MT/CVB/ks



2(BXIX9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 5

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 19 1993

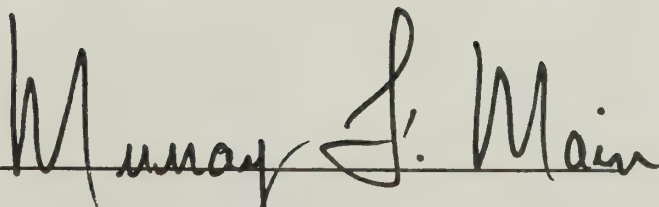
CITY CLERKS

SUBJECT:

South Side of Brant Street, east of Birch Avenue - Parking Regulations. (TEC-27-93)

RECOMMENDATION:

- a) That the existing "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Brant Avenue commencing at a point 155 feet east of Birch Avenue and extending to a point 137 feet easterly therefrom, be removed; and
- b) That a "No Stopping" regulation be implemented on the south side of Brant Avenue commencing at a point 232 feet east of Birch Avenue and extending to a point 60 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

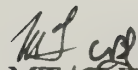
BACKGROUND:

The Traffic Department has received a request from a representative of Slater Steel, that a driveway clearance be implemented on the south side of Brant Street immediately west of their driveway.

Brant Street has a 30 foot pavement width, and presently, there is a "No Parking" regulation on the north side, a "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side, west of the subject driveway and a portion of unrestricted parking on the south side, east of the driveway. There is also a signal clearance at Birch Avenue. Both sides of the street in this block are occupied by industrial premises.

An investigation has confirmed that visibility is obstructed to some degree for motorists entering Brant Street from Slater Steel's parking lot.

The existing "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation was implemented in 1989 in order to facilitate truck turning movements into and out from the driveway of Philip Environmental, No. 227 Brant Street. A representative for Philip Environmental has advised that they have no objection to removing the "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation. It would also be appropriate to shorten the signal clearance on the south side at Birch Avenue. Therefore, to provide improved visibility for motorists exiting the driveway from Slater Steel, the Traffic Department recommends that a "No Stopping" regulation be implemented on the south side of Brant Street, immediately west of the subject driveway. The net result would be a loss of three part-time on-street parking spaces and a gain of six full-time on-street parking spaces.


MT/CVB/ks

FRIG. AIR

SHERMAN AVENUE NORTH



BRANT ST

GERRARD ST

ALPHA ST

CITY OF HAMILTON
- RECOMMENDATION -

2(B)(1)(h)

DATE: 1993 February 9

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 11 1993

CITY CLERKS

SUBJECT:

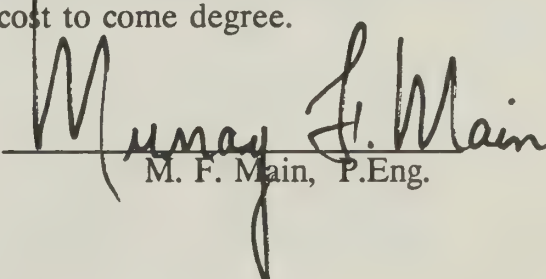
North Side of Ferrie Street East between John Street North and Catharine Street North -
Parking Regulations. [TEC-29-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Ferrie Street East between John Street North and Catharine Street North; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for parking permits will off-set the cost to come degree.

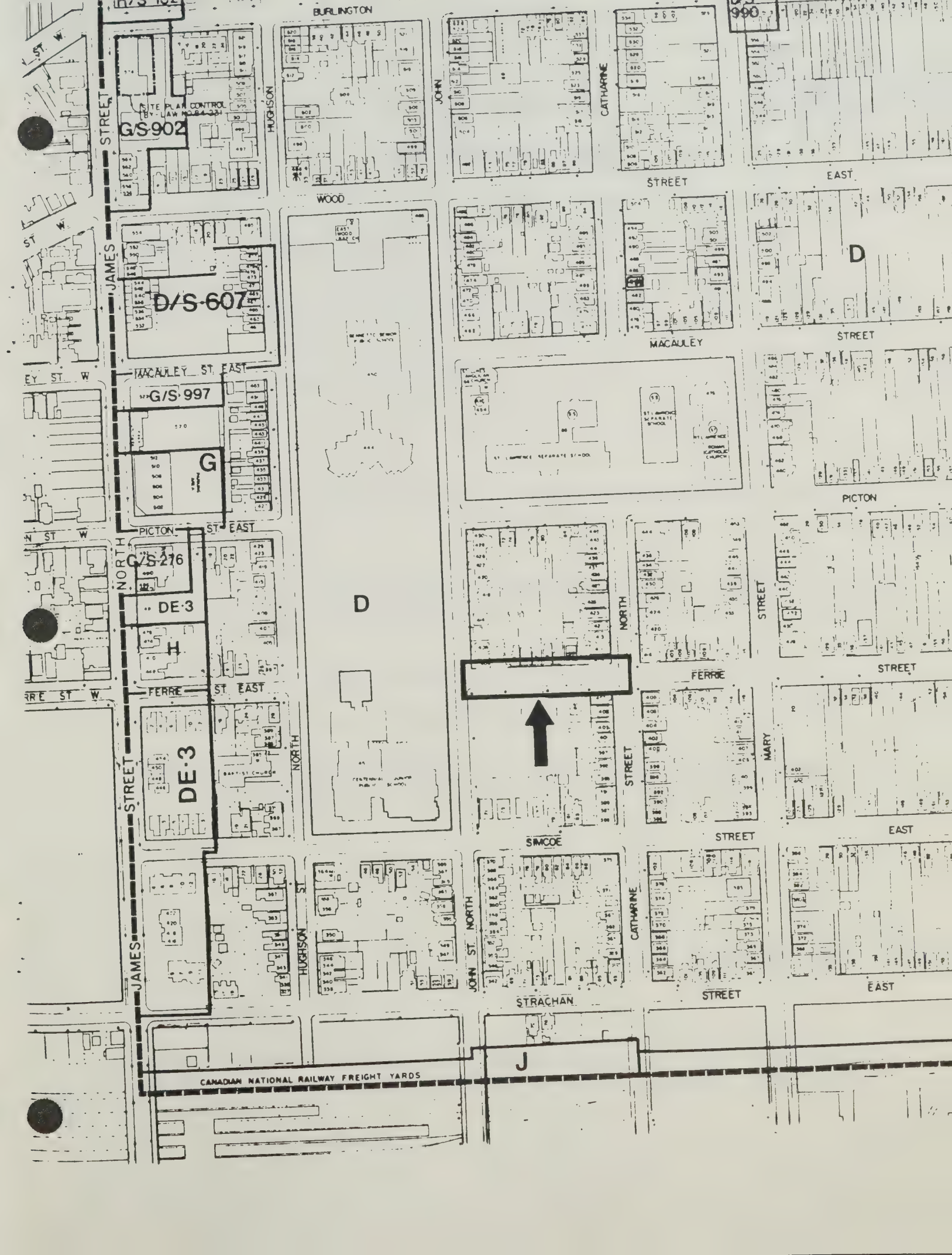

M. F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all nine one, two and three family dwellings abutting Ferrie Street East between John Street North and Catharine Street North, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this block. Eight residents are in favour of the requested regulation and the remaining resident expressed no opinion.

Ferrie has a 28 foot pavement width, and presently, parking is prohibited on the south side and unrestricted on the north side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by teachers from Centennial Junior Public School. The implementation of the requested regulation would reduce long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 89 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


CVB/ca



SITE PLAN CONTROL
BY LAW NO. 24-331
GS-902

D/S-607

G/S-997

G

G/S-216

DE-3

DE-3

D

J

CANADIAN NATIONAL RAILWAY FREIGHT YARDS

STRACHAN

SIMCOE

STREET

EAST

MARY

FERRIE

STREET

NORTH

PICTON

STREET

EAST

STREET

MACAULEY

CATHARINE

JOHN

WOOD

HUGHSON

JAMES

STREET

NORTH

JAMES STREET

MACAULEY ST. EAST

ST. EAST

ST. EAST

EY ST. W

N ST. W

RE ST. W

ST. W

2(bxi)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

CITY OF HAMILTON

SUBJECT:

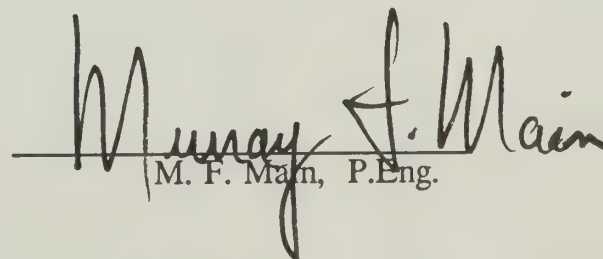
East Side of Eastwood Avenue, south of Melvin Avenue - Parking Regulations. [TEC-49-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the east side of Eastwood Avenue commencing at Melvin Avenue and extending to a point 115 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


M. F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mrs. Adams, 7 Eastwood Avenue, that a "No Stopping" regulation be implemented on the east side of Eastwood Avenue, south of Melvin Avenue.

Eastwood Avenue has a 24 foot pavement width, and presently, there is unrestricted parking on the west side and a "No Parking" regulation on the east side of the street in this area. Mrs. Adams has expressed concern that parents stop their vehicles on both sides of Eastwood Avenue, south of Melvin Avenue to drop off or pick up their children at Hillsdale Public School which is located on the south-east corner of Eastwood Avenue and Melvin Avenue. This leads to congestion at the intersection, blocks the pedestrian crosswalk, and restricts two-way traffic flow. Therefore, the Traffic Department concurs with the request.

The implementation of the "No Stopping" regulation would not result in the loss of any on-street parking since this portion of the street is presently signed with a "No Parking" regulation.

^{CA}
MT/CVB/ks

VIN

AVENUE

SITE PLAN CONTROL
BY LAW NO 87-7

SUMACH STREET

EASTWOOD AVENUE

HEATH STREET

EASTHAVEN
SCHOOL

MILSTONE PUBLIC SCHOOL 434

MILCREST PUBLIC SCHOOL 440

D

C

D

D

AVENUE

POTTRUP

2(BXIX)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

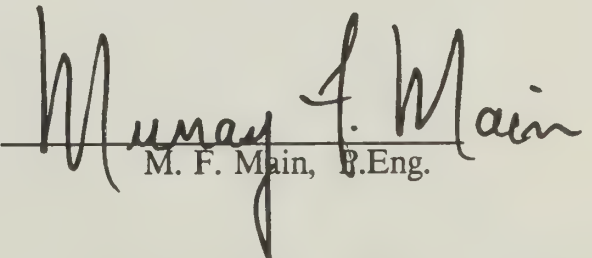
Amherst Circle - Parking Regulations. [TEC-50-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on both sides of Amherst Circle including the "bulb" of this cul-de-sac; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


M. F. Main, P.Eng.

BACKGROUND:

Alderman Henry Merling has received concerns that students from St. Jean De Brebeuf High School parking on both sides of Amherst Circle frequently block residential driveway approaches and the crosswalk at Butler Drive. He subsequently conducted a survey in which representatives of seven of the nine one, two and three family dwellings abutting Amherst Circle indicated support to implement a "No Parking" regulation on both sides of the street, north of Butler Drive.

Amherst Circle has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street. An investigation has revealed that there are only two legal on-street parking spaces on the entire street, and these two remaining spaces will be lost when houses are built on the two remaining vacant lots. Therefore, since 78 percent of the residents on this street are in favour of the proposed regulation, the Traffic Department concurs with the request.


MT/CVB/ks

NE CHURCH ROAD EAST

573

D/S-890

ROCKMOUNT DRIVE

3 ACADIA DRIVE

TWIN CRESCENT

TWIN COURT

C/S-573

TWIN CRESCENT

TWIN CRESCENT

AS-573

SEPARATE SCHOOL

12.40 AC

AA

HOLLAND AVENUE

R

BUTLER DRIVE

AA

PUBLIC SCHOOL

20.66 AC

ACADIA DRIVE

AA/S

CITY OF HAMILTON
- RECOMMENDATION -

2(BXiXk)

DATE: 1993 February 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

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CITY CLERKS

SUBJECT:

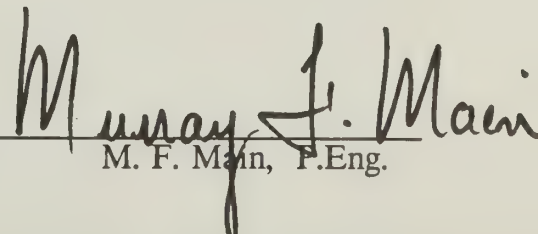
West Side of Tia Drive, south of Nugent Drive - Parking Regulations. [TEC-51-93]

RECOMMENDATION:

- a) That the existing "No Stopping" regulation on the west side of Tia Drive commencing at Nugent Drive and extending to a point 54 feet southerly therefrom be extended such that the regulation commences at Nugent Drive and extends to a point 71 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:


Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

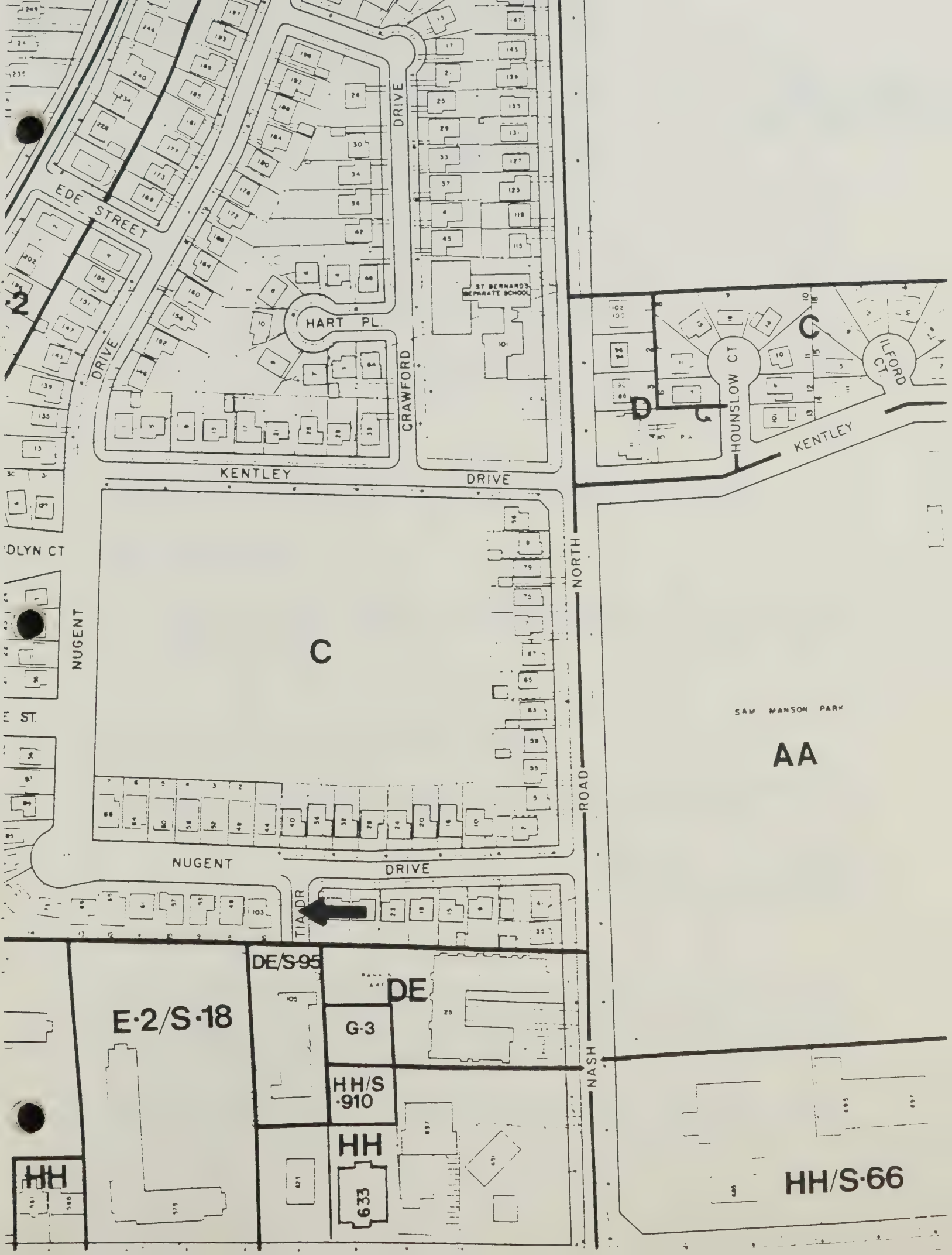

M. F. Main, P.Eng.

BACKGROUND:

Alderman Dominic Agostino has advised of a concern from Mr. Bittarello, 103 Tia Drive, regarding parked vehicles in front of his home.

Tia Drive which is a short dead end street, has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a 54 foot "No Stopping" regulation on the west side immediately south of Nugent Drive. Mr. Bittarello has expressed concern that vehicles parked on both sides of the street frequently interfere with driveway movements and has requested that the existing "No Stopping" regulation be extended across the frontage of his property. The implementation of the requested regulation will result in the loss of one legal on-street parking space directly in front of Mr. Bittarello's property. However, parking would be permitted on both sides of the remainder of this short dead-end street. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, the Traffic Department concurs with this request.


MT/CVB/ks



HART PL.

ST BERNARD'S
SEPARATE SCHOOL

SAM MANSON PARK

C

AA

E-2/S-18

DE/S-95

DE

G-3

HH/S
910

HH

633

HH/S-66



26)(ix)(1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

CITY CLERKS

SUBJECT:

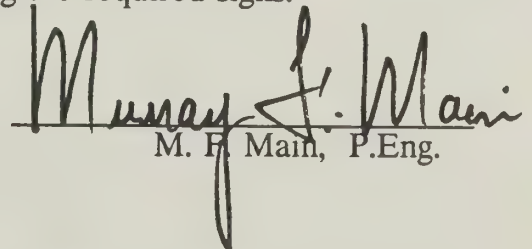
East side of Princeton Drive between Margate Avenue and Sherwood Rise - Parking Regulations. [TEC-53-93]

RECOMMENDATION:

- a) That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Princeton Drive between Margate Avenue and Sherwood Rise; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


M. F. Main, P.Eng.

BACKGROUND:

Alderman Tom Jackson has advised of concerns regarding students parking on the east side of Princeton Drive between Margate Avenue and Sherwood Rise frequently obstructing driveways and has requested that this short section of street be signed with a "No Parking 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation as is the case in the block to the north.

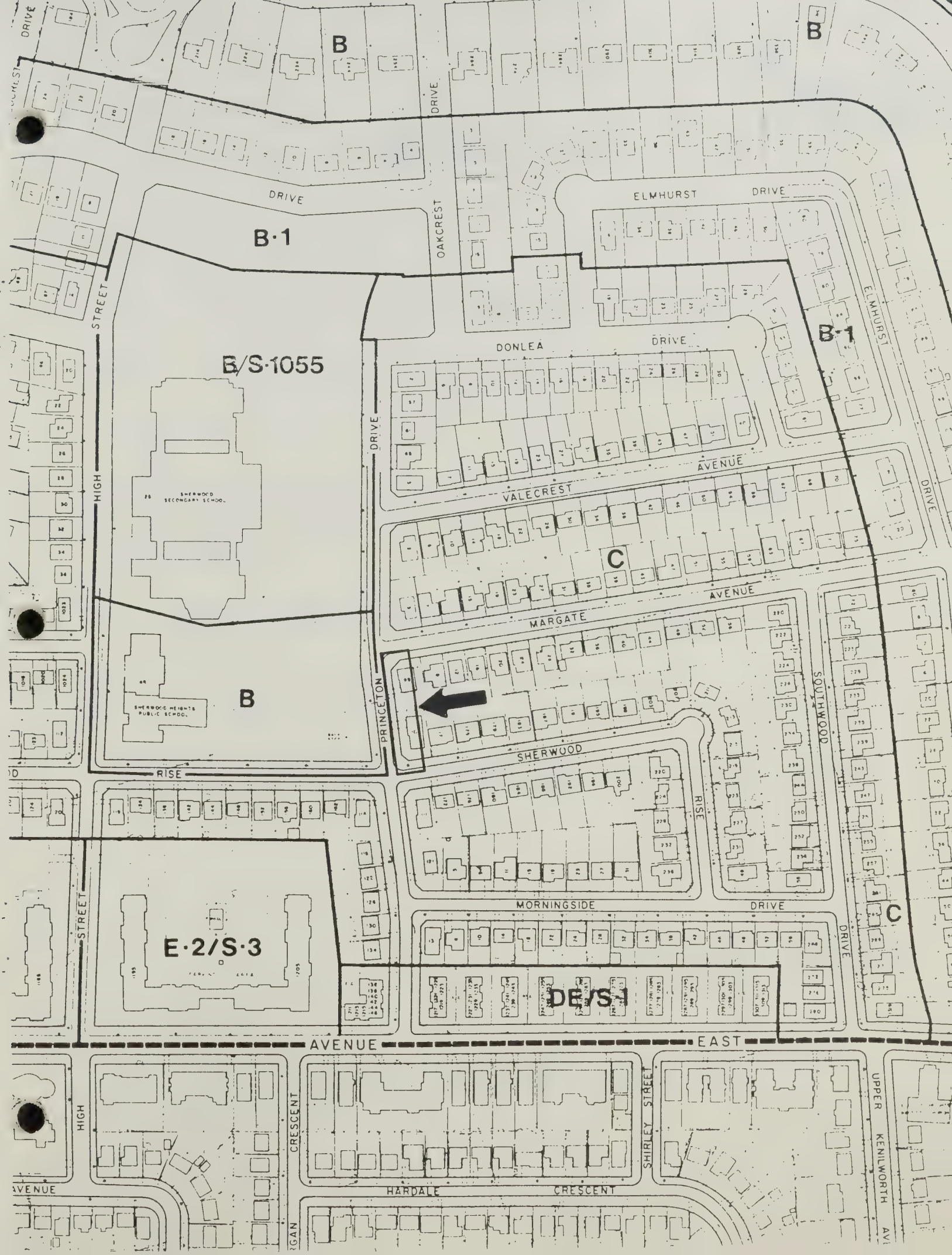
Princeton has a 28 foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side and unrestricted parking on the

east side of the street in this area.

The Traffic Department has contacted the two abutting residents in this block and both residents have advised that they support the requested regulation. The Traffic Department generally considers a parking prohibition on both sides of residential streets to be over-restrictive and unnecessary. However, since both abutting residents and Alderman Jackson have advised that they support the requested regulation, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in the loss of four legal on-street parking spaces during the weekdays. However, since virtually all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB/ca



2(B)(ixm)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED
FEB 17 1993
CITY CLERKS

SUBJECT:

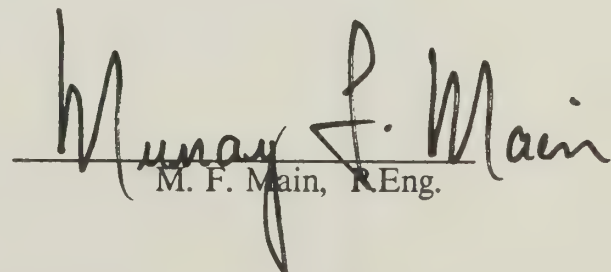
South side of Landron Avenue between Upper Kenilworth Avenue and Lockheed Drive -
Parking Regulations. [TEC-54-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the south side of Landron Avenue between Upper Kenilworth Avenue and Lockheed Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

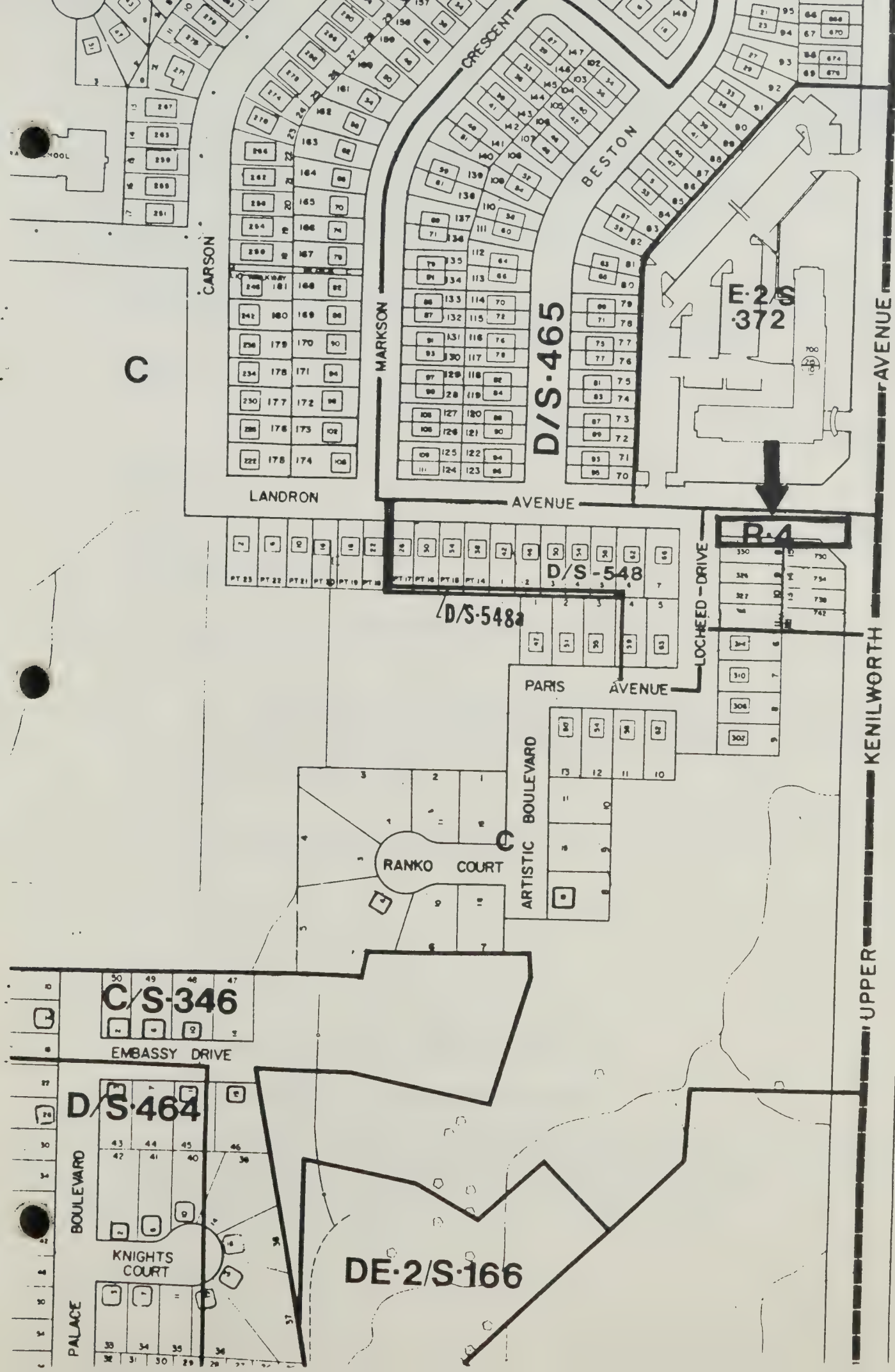

M. F. Main, P. Eng.

BACKGROUND:

The Traffic Department has been contacted by Mr. Boris Kapur, No. 730 Upper Kenilworth Avenue who has expressed concerns that on-street parking on both sides of Landron Avenue obstructs two-way traffic flow.

Landron Avenue has a 32 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. There are only two single family homes abutting this block and Mr. Kapor has requested that a "No Parking" regulation be implemented on the south side of Landron Avenue between Upper Kenilworth Avenue and Lockheed Drive. The Traffic Department has contacted the other resident who's property abuts the requested regulation and he has advised that he agrees with this request. The implementation of the requested regulation would facilitate two-way traffic flow but would eliminate approximately seven on-street parking spaces from the south side of the street. However, since both abutting property owners are in favour of this request and since virtually all of the area residents have available off-street parking, the Traffic Department concurs with the request.

Ca. 31
MT/CVB/ks



C

CARSON

MARKSON

CRESCENT

BESTON

LANDRON

AVENUE

D/S-465

E-2/S-372

AVENUE

D/S-548

D/S-548a

LOCKEED - DRIVE

R-4

PARIS AVENUE

ARTISTIC BOULEVARD

RANKO COURT

C/S-346

EMBASSY DRIVE

D/S-464

BOULEVARD

KNIGHTS COURT

DE-2/S-166

UPPER KENILWORTH AVENUE

26XIXa

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 01

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

FEB 19 1993

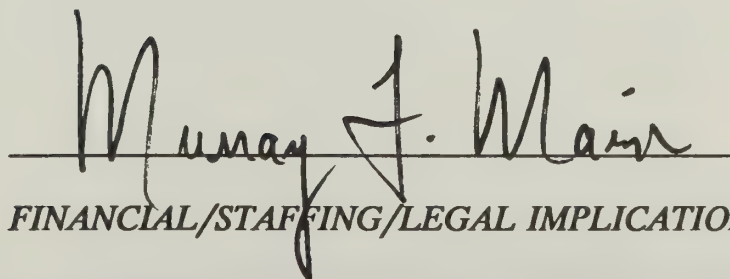
CITY CLERKS

SUBJECT:

Neighbourhood Watch Program for the Parkview West Neighbourhood. (TEC-22-93)

RECOMMENDATION:

- a) That the Parkview West Neighbourhood be designated as a Neighbourhood Watch Area; and
- b) That Neighbourhood Watch signs for the Parkview West Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program).


Murray F. Main

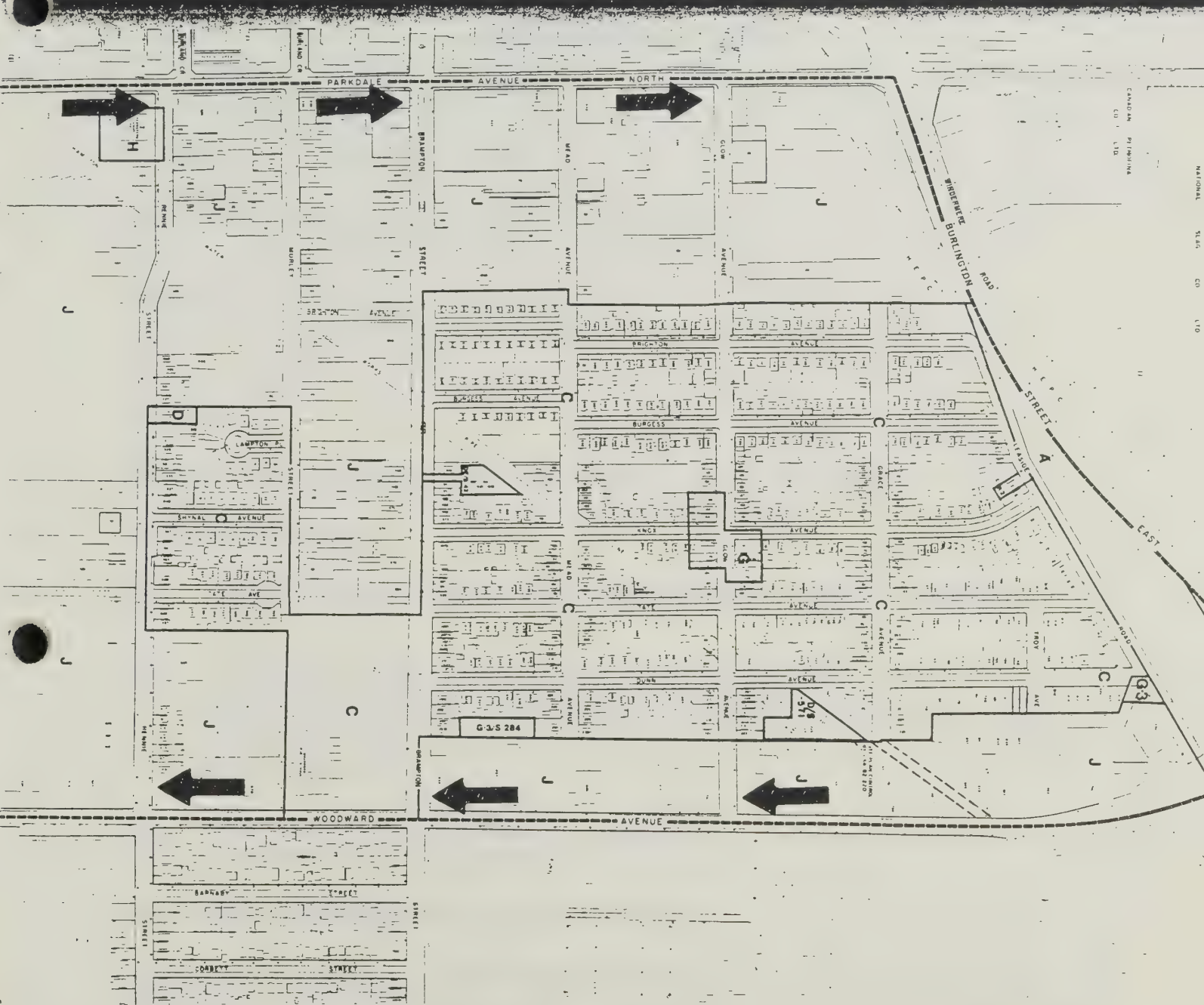
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs is \$963.00 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately \$1,913.50.

BACKGROUND:

The Regional Police Department has confirmed that the Parkview West Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, the Traffic Department concurs with this request.

CA
MT/CVB/ks



CANADIAN PRINTER
CO. LTD.

NATIONAL SLIC CO. LTD.

2 (B)(iv)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 09

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 18 1993

CITY CLERKS

SUBJECT:

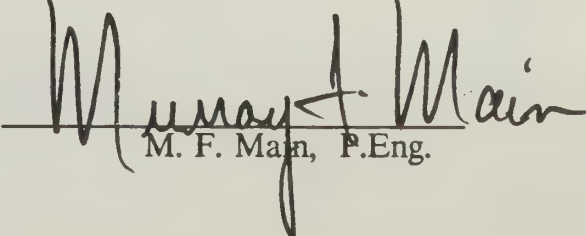
Neighbourhood Watch Program for the Rushdale Neighbourhood. [TEC-44-93]

RECOMMENDATION:

- a) That the Rushdale Neighbourhood be designated as a Neighbourhood Watch Area; and
- b) That Neighbourhood Watch Signs for the Rushdale Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains and active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program).

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs is \$802.50 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately \$1,111.00.

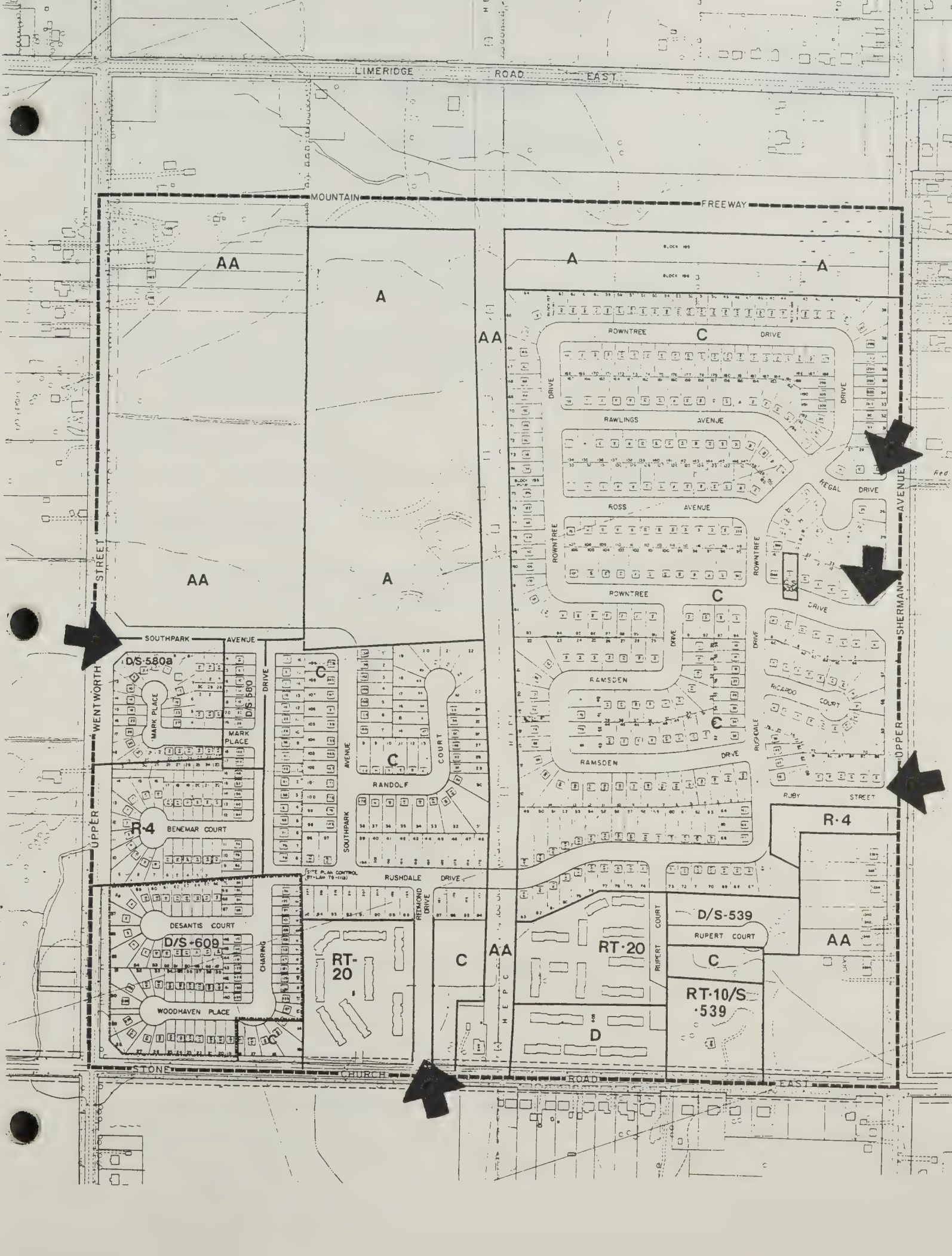

M. F. Main, P.Eng.

BACKGROUND:

The Regional Police Department has confirmed that the Rushdale Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch Signs in this neighbourhood. Therefore, the Traffic Department concurs with this request.

GLX

GK/ks



LIMERIDGE ROAD EAST

MOUNTAIN FREEWAY

WENTWORTH STREET

UPPER SHERMAN AVENUE

SOUTHPARK AVENUE

D/S-580a

MARK PLACE
D/S-600
BENEMAR COURT

D/S-609

DESANTIS COURT
WOODHAVEN PLACE

RT-20

RUSHDALE DRIVE

C

AA

RT-20

D

D/S-539

RUPERT COURT

RT-10/S-539

R-4

AA

STONE CHURCH ROAD EAST

26XiiiXa

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 02

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 18 1993

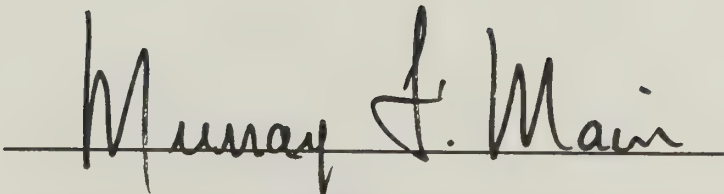
CITY CLERKS

SUBJECT:

Intersection of Chesley Street and Harbottle Court - Intersection Control. (TEC-30-93)

RECOMMENDATION:

- a) That eastbound traffic on Harbottle Court be required to stop for northbound and southbound traffic on Chesley Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

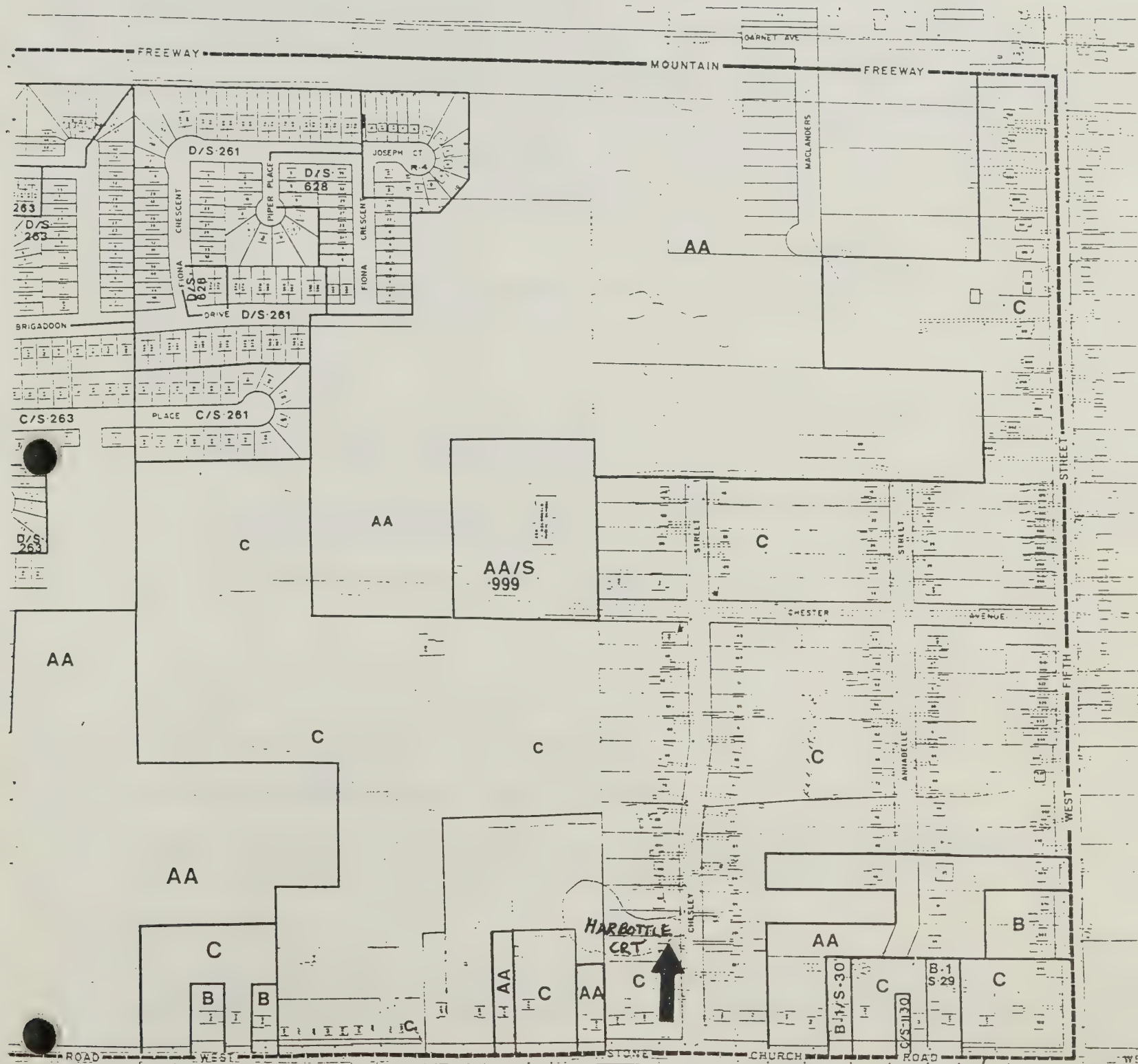
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

The Traffic Department has received a request from Mrs. Norma Melko, No. 20 Chesley Street, that stop control be implemented at the intersection of Chesley Street and Harbottle Court.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. This is an excellent collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule" which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that eastbound traffic on Harbottle Court be required to stop for northbound and southbound traffic on Chesley Street.

MT/CVB/ks



2 (B)(iii)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 02

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 19 1993

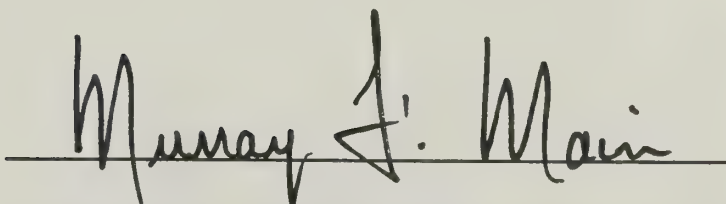
SUBJECT:

CITY CLERKS

Intersections of Village Road and Fairington Crescent and Village Road and Adorn Court - Intersection Control. (TEC-31-93)

RECOMMENDATION:

- a) That northbound traffic on Adorn Court be required to stop for eastbound and westbound traffic on Village Road; and
- b) That eastbound traffic on Village Road be required to stop for northbound and southbound traffic on Fairington Crescent; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Agostino has advised of a request that all-way stop control be implemented at the intersections of Village Road and Fairington Crescent and Village Road and Adorn Court.

The subject intersections are both "T" type intersections, and presently, there are no intersection control signs at either intersection. Traffic Department records indicate that there have been no reported collisions at these intersections in the past seven years. These are excellent collision records for this type of intersection.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted three-way stop control, including the fact that there is no collision problem at these intersections, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorist to the extent that the observation of stop signs is deteriorating every year. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request.

MT/CVB/ks

EAST

G.S.
707a

RT-20/S-419

DE-2/S-266

S-144

27

KENORA AVENUE

JANET COURT

TALIA CT.

JJ

Lmr 1

EASTGATE

VILLAGE

ROAD

COURT

C

ADORN

FAIRINGTON

CRESCENT

Lmr.1

SITE PLAN CONTROL
BY-LAW 90-2

HH

ELLINGWOOD AVENUE

D

FAIRINGTON CRESCENT

DE-3/S
-1202

Lmr-1

C/S-769

SITE PLAN CONTROL
BY-LAW 90-235

DELAWANA

G-1/S-199a

DRIVE

DRIVE

EATONS DEPT STORES

PARKING AREA

125
ST. BENEVOLENT
THE GREAT R.C.
CHURCH

2(BXiv)(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

FEB 19 1993

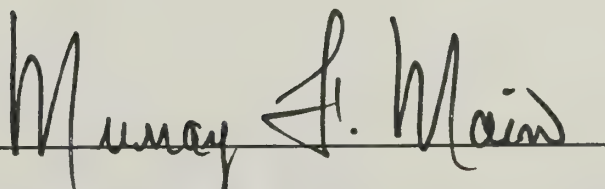
CITY CLERKS

SUBJECT:

No. 75 Smith Avenue - Request for a Wheelchair Loading Zone. (TEC-26-93)

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:30 a.m. to 10:00 p.m., 7 days a week" regulation be implemented on the west side of Smith Avenue, commencing at a point 435 feet south of Barton Street East and extending to a point 24 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

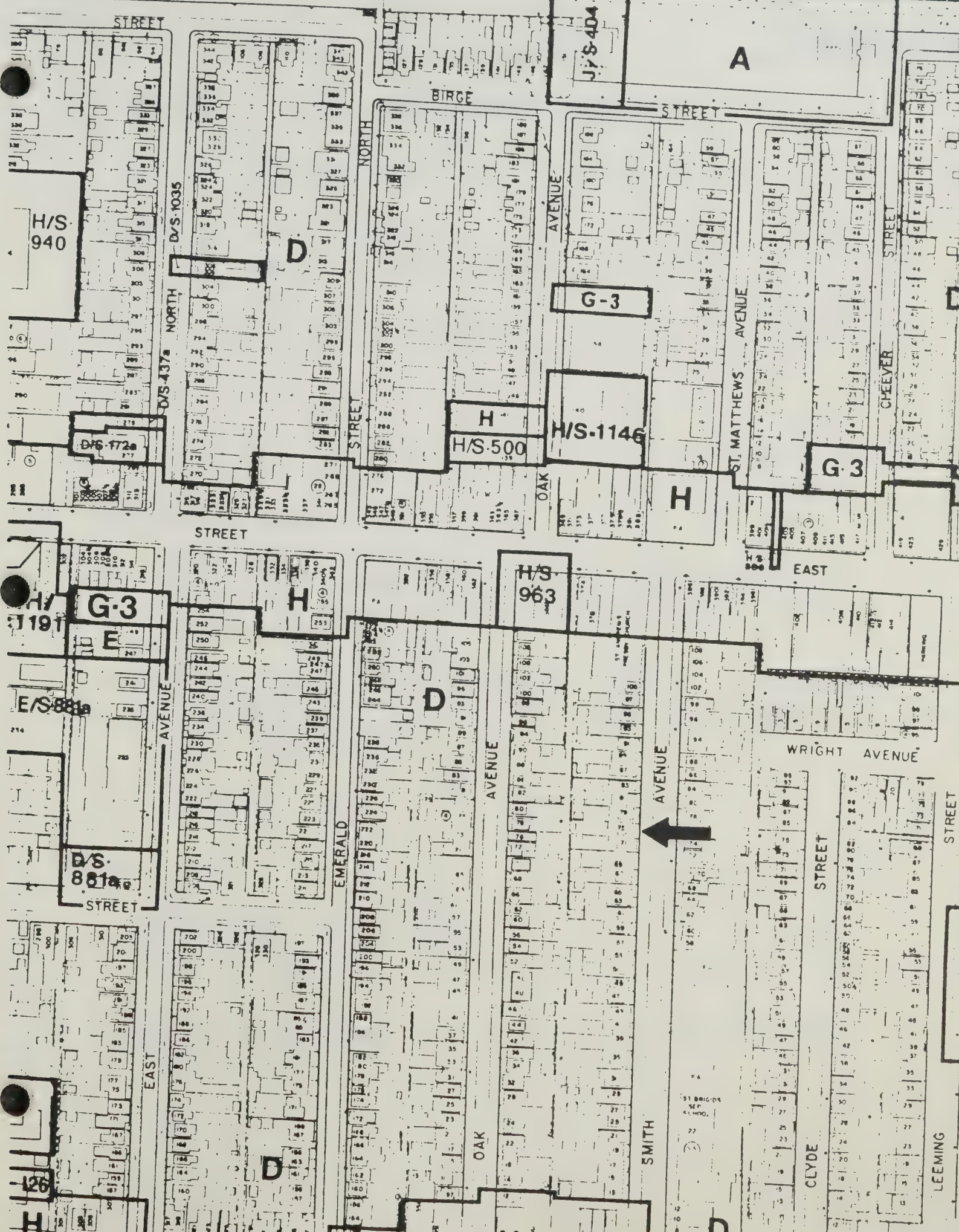
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Wilson has advised the Traffic Department of a request from Mrs. Chapman, No. 75 Smith Avenue, that a "No Stopping, Wheelchair Loading Only" regulation be designated on the west side of the street directly in front of her home since she is disabled and requires the frequent use of Darts buses.

Smith Avenue has a 26 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area. The requested regulation would result in the loss on only one legal on-street parking space directly in front of the applicant's property. However, the applicant has agreed to limit the hours of the regulation such that the space would be available for parking after 10:00 p.m. each night. Therefore, the Traffic Department does not anticipate any parking problems for area residents and concurs with the request.

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MT/CVB/ks



STREET

H/S 940

D/S 1035 NORTH

D

D/S 172a

H

H/S 500

G-3

H/S 1146

H

G 3

ST. MATTHEWS AVENUE

CHEEVER STREET

D

STREET

G-3

E

E/S 881a

D/S 881a

STREET

H

D

H/S 963

AVENUE

EMERALD

AVENUE

WRIGHT AVENUE

STREET

STREET

CLYDE

LEEMING

SMITH

ST. BRIGIDE
S.P. SCHOOL

26XvXb)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 02

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

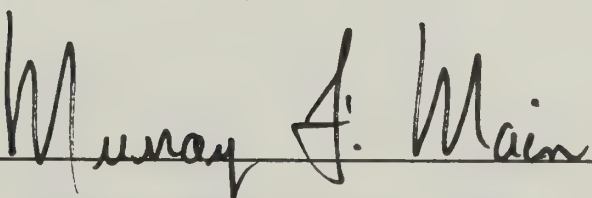
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Request to Relocate a Wheelchair Loading Zone from No. 182 Province Street North to No. 193 Grosvenor Avenue North. (TEC-28-93)

RECOMMENDATION:

- a) That the existing "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Province Street North, commencing at a point 101 feet north of Cannon Street East and extending to a point 18 feet northerly therefrom be removed; and
- b) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Grosvenor Avenue North, commencing at a point 124 feet north of Cannon Street East and extending to a point 21 feet northerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of relocating and maintaining the required signs.

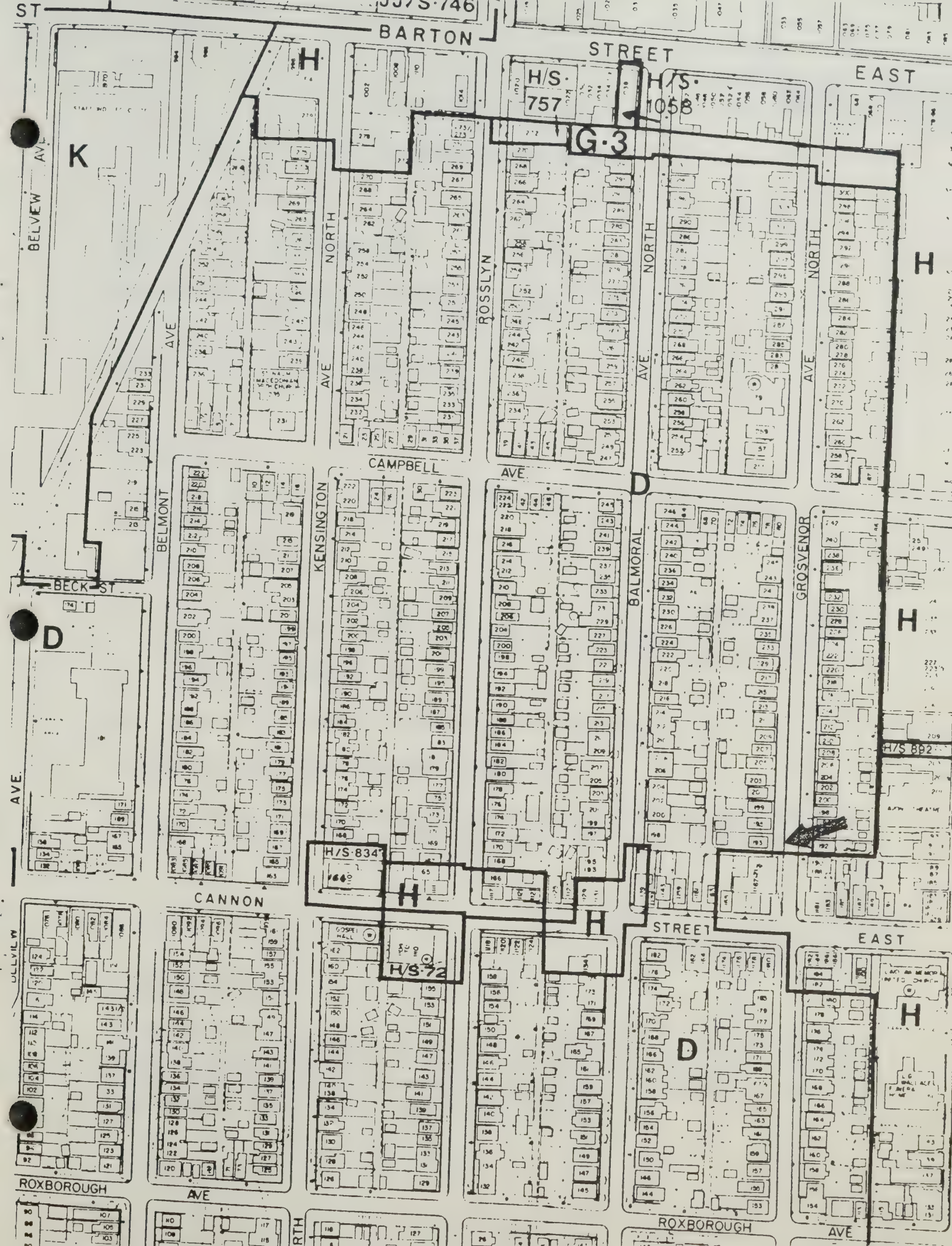
BACKGROUND:

The Traffic Department has received a request from Mr. Jim Sparham, No. 182 Province Street North, that the existing "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of the street directly in front of his home be relocated to No. 193 Grosvenor Avenue North, since he will be moving on 1993 March 15.

Grosvenor Avenue North has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's new residence at No. 193 Grosvenor Avenue North. However, the proposed regulation would allow for parking after 5:00 p.m. each evening, and all day on weekends. Therefore, the Traffic Department does not anticipate any parking problems for area residents and concurs with the request.

The removal of the wheelchair loading zone on Province Street will restore one parking space to the street.

MT CVB
MT/CVB/ks



BARTON STREET

STREET

EAST

H/S 757

H/S 1058

G-3

NORTH AVE

ROSSLYN AVE

NORTH AVE

NORTH AVE

CAMPBELL AVE

AVE

BALMORAL AVE

GROSVENOR AVE

BELMONT AVE

KENSINGTON AVE

CANNON AVE

STREET

EAST

H/S 834

H/S 72

H/S 892

D

ROXBOROUGH AVE

AVE

ROXBOROUGH AVE

AVE

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 February 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

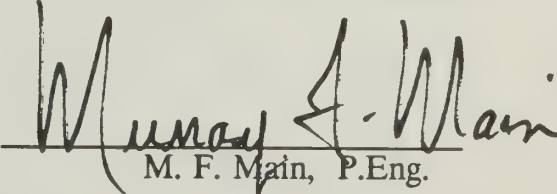
School Bus Loading Zone on Ravenbury Drive adjacent to Lincoln Alexander School.
[TEC-37-93]

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Ravenbury Drive commencing at a point 64 feet west of the west curb line of Rama Court and extending to a point 40 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


M. F. Main, P.Eng.

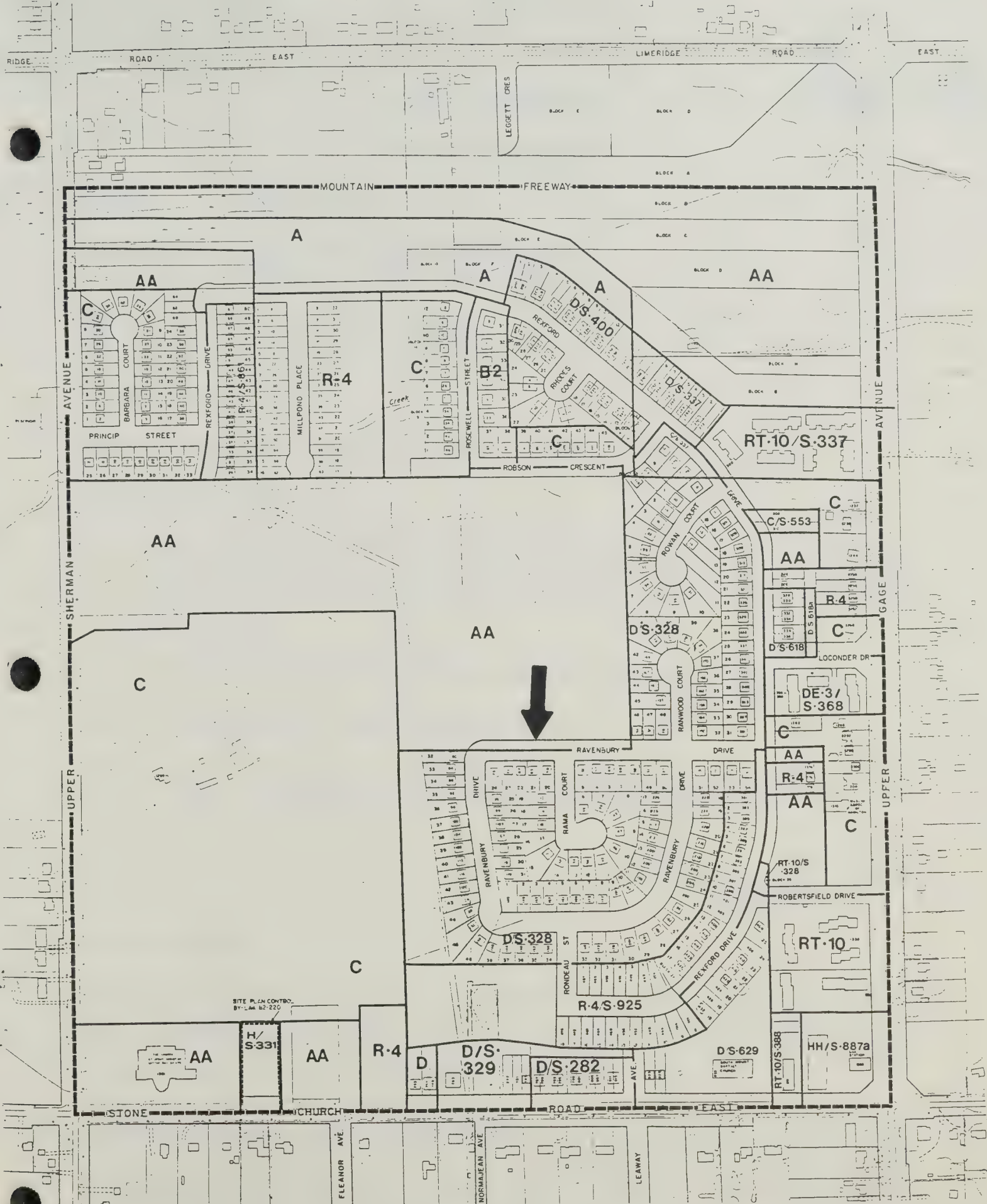
BACKGROUND:

The Board of Education for the City of Hamilton has requested that an additional School Bus Loading Zone be provided on Ravenbury Drive to service buses at Lincoln Alexander School. Traffic Department staff have contacted the Principal of the school to review his concerns and determine what course of action is required.

The school currently has a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation adjacent to the school which can accommodate two buses, but the Principal has advised of a requirement for a third school bus loading zone space.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Ravenbury Drive in this area, thus there will be no loss of any on-street parking. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Ravenbury Drive, the Traffic Department concurs with the request.


TA/MH/ks



CITY OF HAMILTON

- RECOMMENDATION -

2(B)(iv)(d)

DATE: 1993 February 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

SUBJECT:

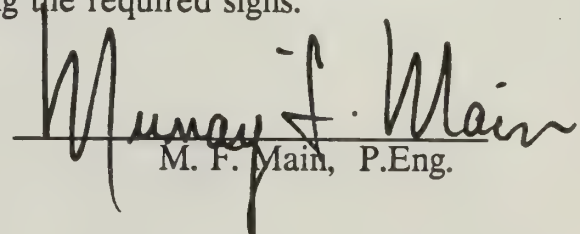
No. 49 Royal Avenue - Request for Wheelchair Loading Zone. [TEC-43-93]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Royal Avenue commencing at a point 66 feet east of Emerson Street and extending to a point 24 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

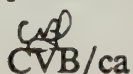
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


M. F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mrs. Scidmore, No. 49 Royal Avenue, that a "No Stopping, Wheelchair Loading Only" regulation be designated on the south side of the street directly in front of her home since she is disabled and requires the frequent use of Darts buses for doctor appointments and shopping.

Royal Avenue has a 29 foot pavement width, and presently, there is "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property. However, since the applicant has agreed to limit the hours of the regulation such that parking may occur after 6:00 p.m. each evening and all day on weekends, the Traffic Department does not anticipate any parking problems for area residents and concurs with the request.


CVB/ca



20XivNe

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 18 1993

CITY CLERKS

SUBJECT:

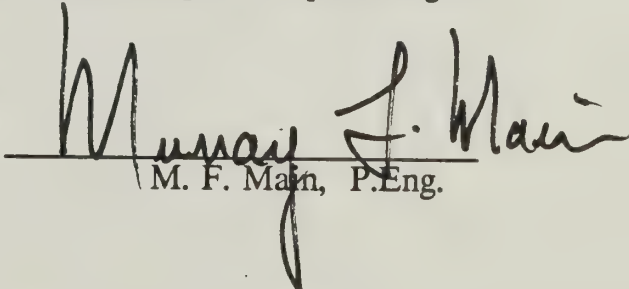
School Bus Loading Zone on Belmont Avenue adjacent to Holy Name of Jesus School.
[TEC-52-93]

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Belmont Avenue commencing at a point 163 feet north of Cannon Street East and extending to a point 47 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


M. F. Main, P.Eng.

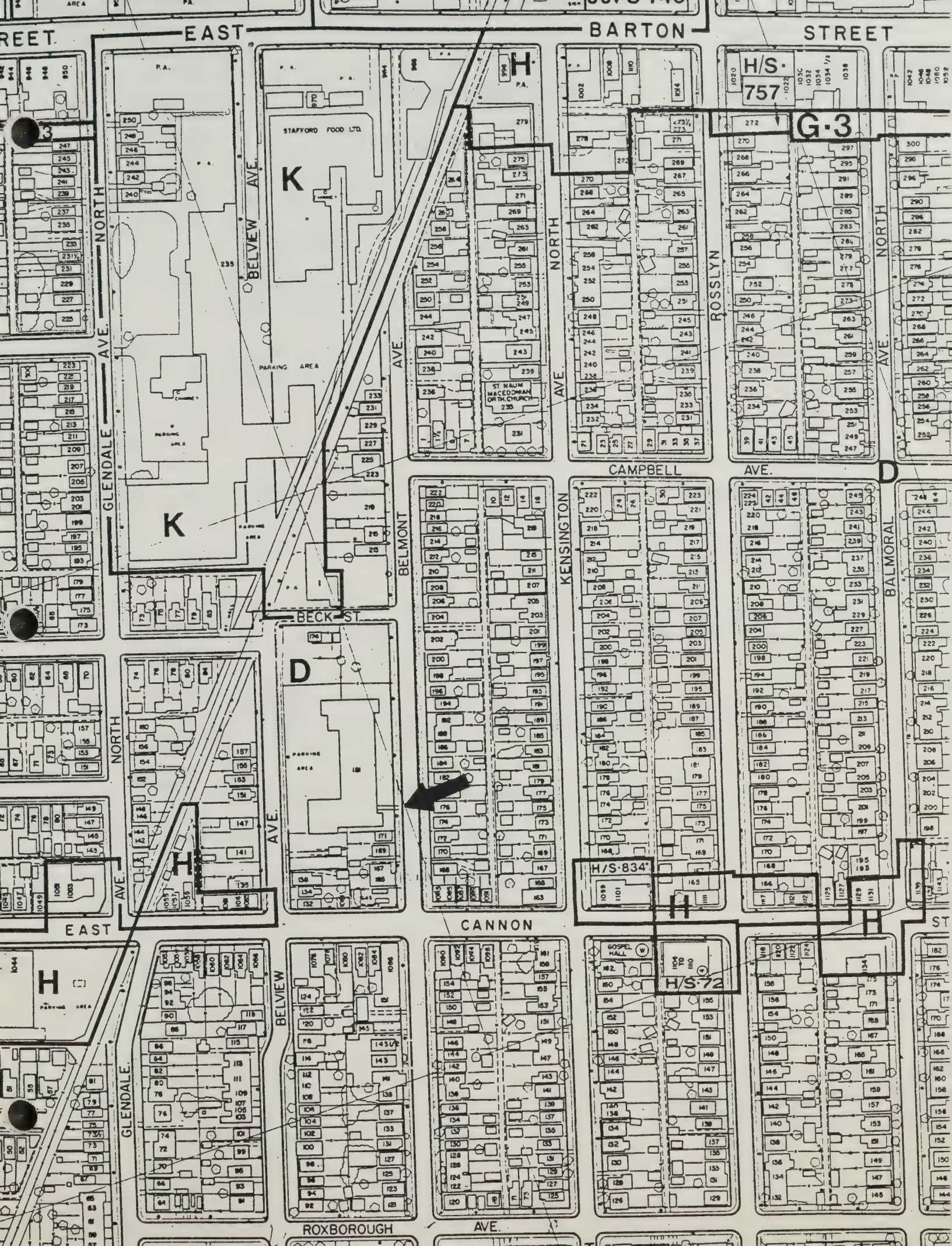
BACKGROUND:

The Principal of Holy Name of Jesus School has requested that a School Bus Loading Zone be provided on Belmont Avenue in front of the school. Traffic Department staff contacted Mr. J. O'Neill, the Principal of the school, to review his concerns and determine what course of action is required.

The school does not currently have any on-street or off-street school bus loading facilities. A single school bus currently transports students to/from the school.

There is presently a "No Parking Anytime" regulation on the west side of Belmont Avenue in this area; thus there will be no impact on the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Belmont Avenue, the Traffic Department concurs with the request.

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TA/MH/ks



2(BXV)(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 18 1993

CITY CLERKS

SUBJECT:

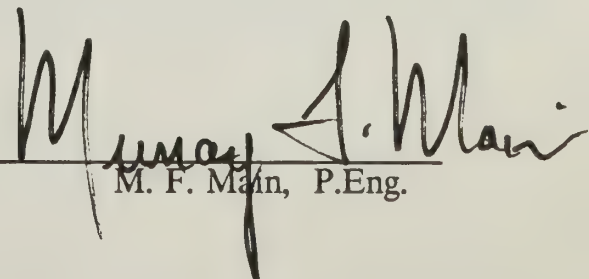
No. 509 Dunsmure Road - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-33-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the north side of Dunsmure Road commencing at a point 96 feet east of Park Row and extending to a point 19 feet easterly therefrom be removed; and
- b) That the existing "Permit Parking" regulation on the south side of Dunsmure Road commencing at a point 94 feet east of Park Row and extending to a point 26 feet easterly therefrom be removed; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the signs.


M. F. Main, P.Eng.

BACKGROUND:

In 1992, City Council approved a request from Mrs. Creighton, No. 509 Dunsmure Road, to implement a reserved "Permit Parking" space on both sides of Dunsmure Road since she is disabled. However, Mrs. Creighton has advised that she will be moving in March of this year and no longer requires these parking spaces. She has requested that the "Permit Parking" regulations be removed.

The Traffic Department has reviewed this matter and concurs with this request.


MT/CVB/ks



ROXBOROUGH AVENUE

NORTH

NORTH

NORTH

NORTH

DUNSMUIR ROAD

ROAD

EDGEMONT STREET

HAMILTON

G3/S-379

PROVINCE STREET

GRAHAM STREET

HOUGHTON AVE

MAIN STREET

STREET

EAST

RIGHT OF WAY

(PIPE LINE)

WORKS

WATER

H

D

2(b)(7)(D)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

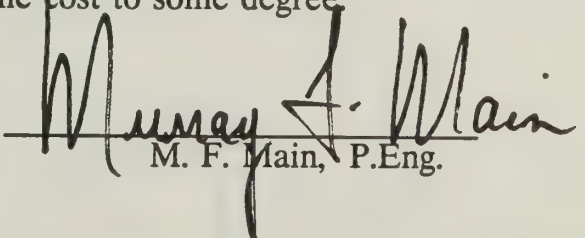
No. 61 William Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-34-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of William Street commencing at a point 216 feet south of Birge Street and extending to a point 23 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John E. Zettle, No. 61 William Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.


M. F. Main, P.Eng.

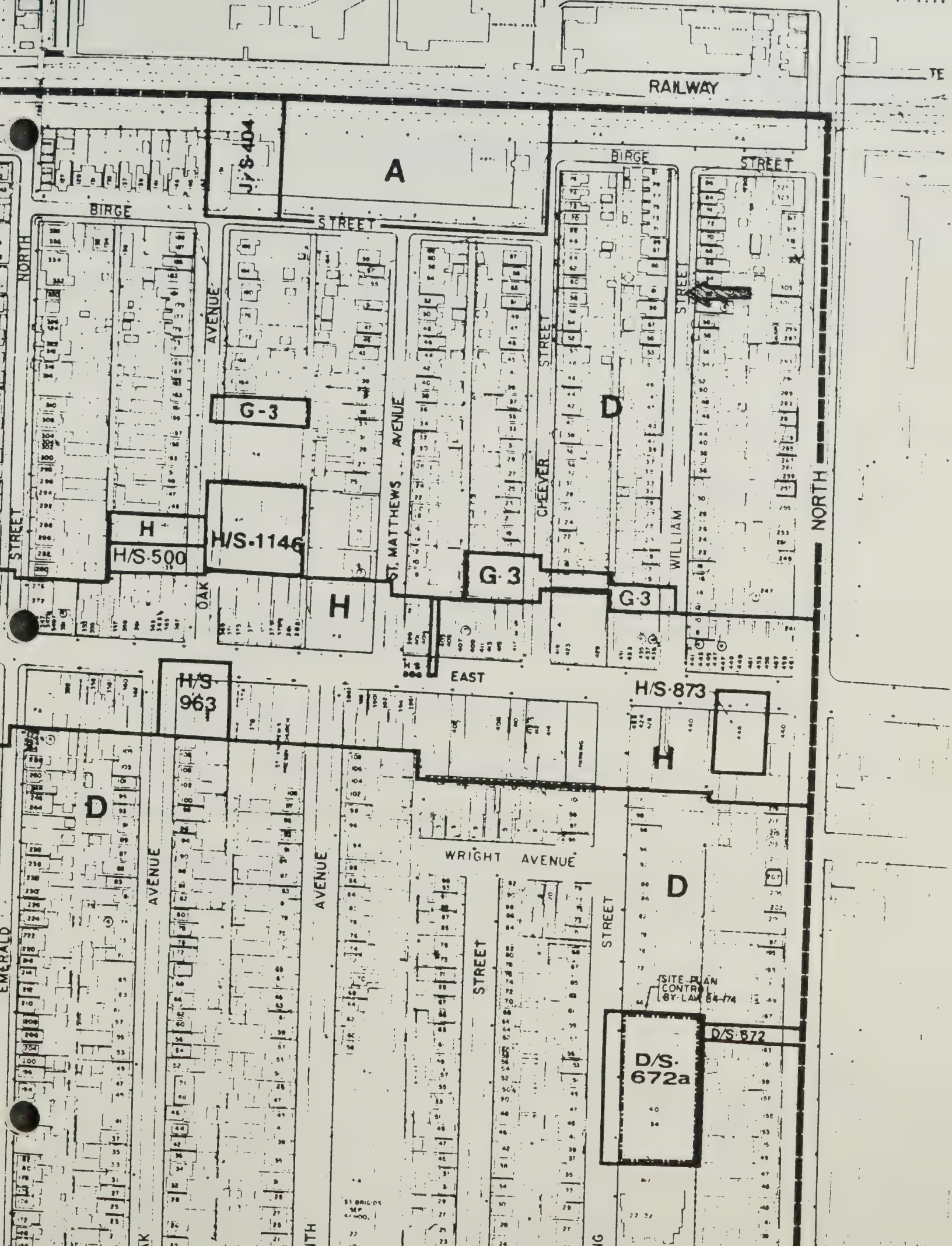
BACKGROUND:

The Traffic Department has received a request from Mr. John E. Zettle, No. 61 William Street, that a reserved "Permit Parking" space be designated on the west side of William Street in front of his home since he is disabled.

William Street has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. It is normal practice to designate a reserved "Permit Parking" space on both sides of the street. However, Mr. Zettle has advised that he requires a space only when parking is permitted on his side of the street under the existing "Alternate Side Parking" regulation. Loading and unloading can take place on Mr. Zettle's side of the street when parking is allowed on the opposite side.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Zettle possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

WZ
MT/CVB/ks



RAILWAY

J/S-404

A

BIRGE

STREET

BIRGE

STREET

NORTH STREET

AVENUE

G-3

H

H/S-500

H/S-1146

H

ST. MATTHEWS AVENUE

CHEEVER STREET

G-3

D

G-3

WILLIAM STREET

NORTH

EAST

H/S-873

H

H/S-963

D

AVENUE

AVENUE

WRIGHT AVENUE

STREET

STREET

D

SITE PLAN
CONTR.
BY LAW 84-74

D/S-672a

D/S-872

2(B)(X)(C)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

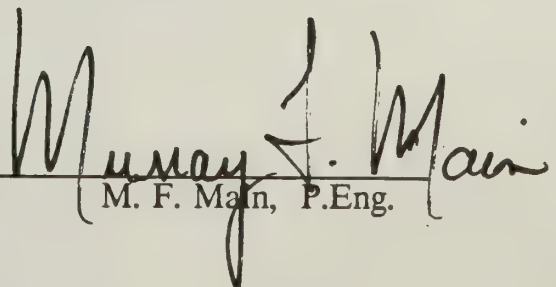
No. 288 Montrose Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-35-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Erin Avenue commencing at a point 45 feet south of Montrose Avenue and extending to a point 34 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Kasprick, No. 288 Montrose Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.



M. F. Main, P.Eng.

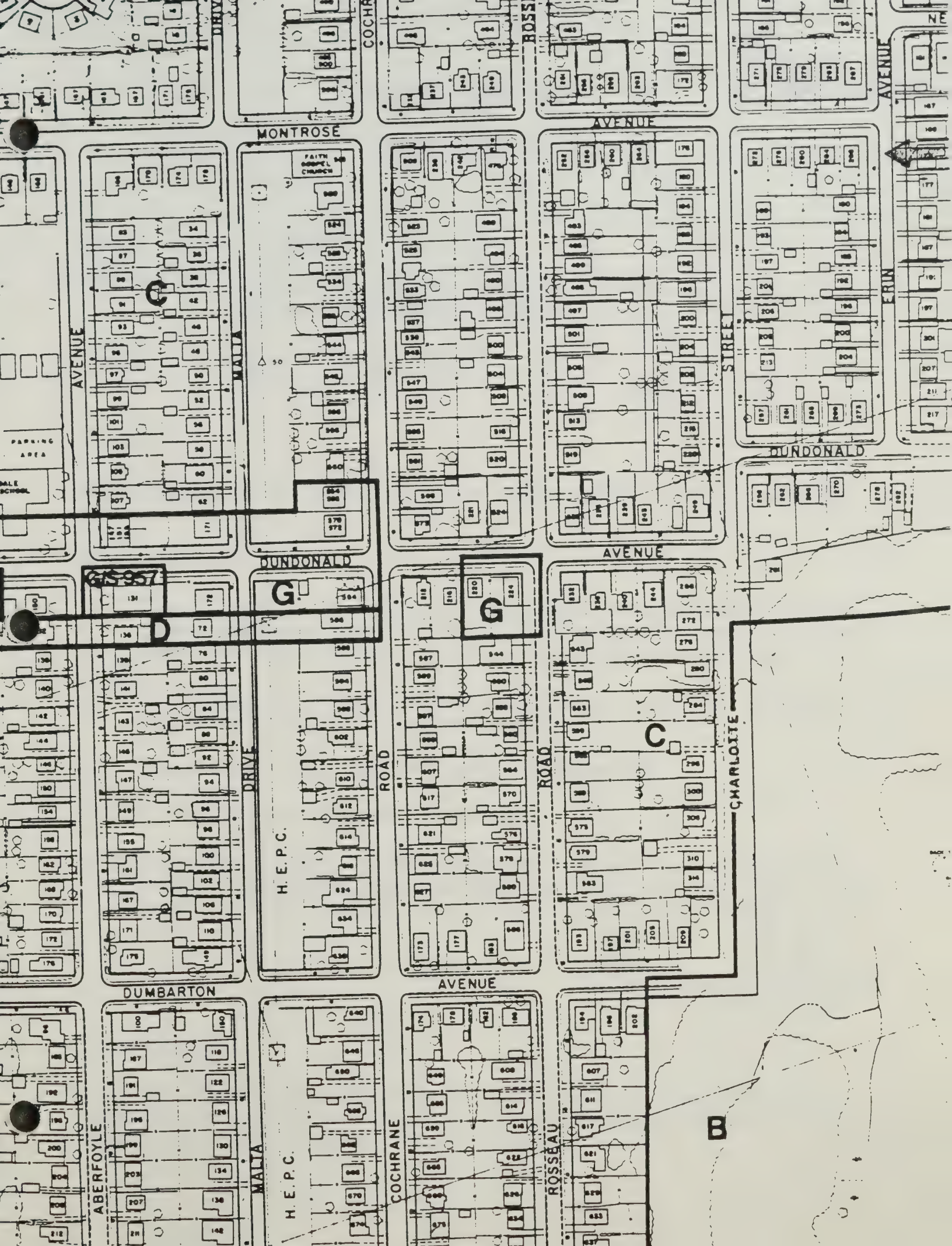
BACKGROUND:

The Traffic Department has received a request from Mr. Kasprick, No. 288 Montrose Avenue, that a reserved "Permit Parking" space be designated on the west side of Erin Avenue adjacent to his home since he is disabled.

Erin Avenue has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Mr. Kasprick has advised that he requires a space only when parking is permitted on his side of the street under the existing "Alternate Side Parking" regulation. Loading and unloading can still occur in front of his home when parking is restricted to the opposite side of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Kasprick possesses a valid permit. An investigation has revealed that there is a driveway to this property which could be used for parking purposes but the applicant has advised that he can walk for only very short distances. Therefore, the Traffic Department has no objection to this request.

MT/CVB/ks



MONTROSE

AVENUE

AVENUE

DRIVE

COCHRAN

ROSS

AVENUE

STREET

DUNDONALD

DUNDONALD

AVENUE

957

G

G

C

DRIVE

ROAD

ROAD

CHARLOTTE

H.E.P.C.

DUMBARTON

AVENUE

ABERFOYLE

H.E.P.C.

COCHRAN

ROSSEAU

B

2(B)(X1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 5

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 18 1993

CITY CLERKS

SUBJECT:

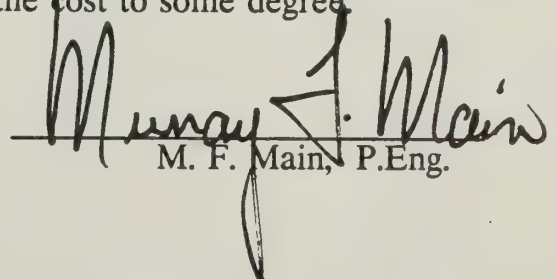
No. 91 Gertrude Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-36-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Gertrude Street commencing at a point 36 feet west of the extended west curb line of Rowanwood Street and extending to a point 18 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Helen Stevens, No. 91 Gertrude Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.


M. F. Main, P.Eng.

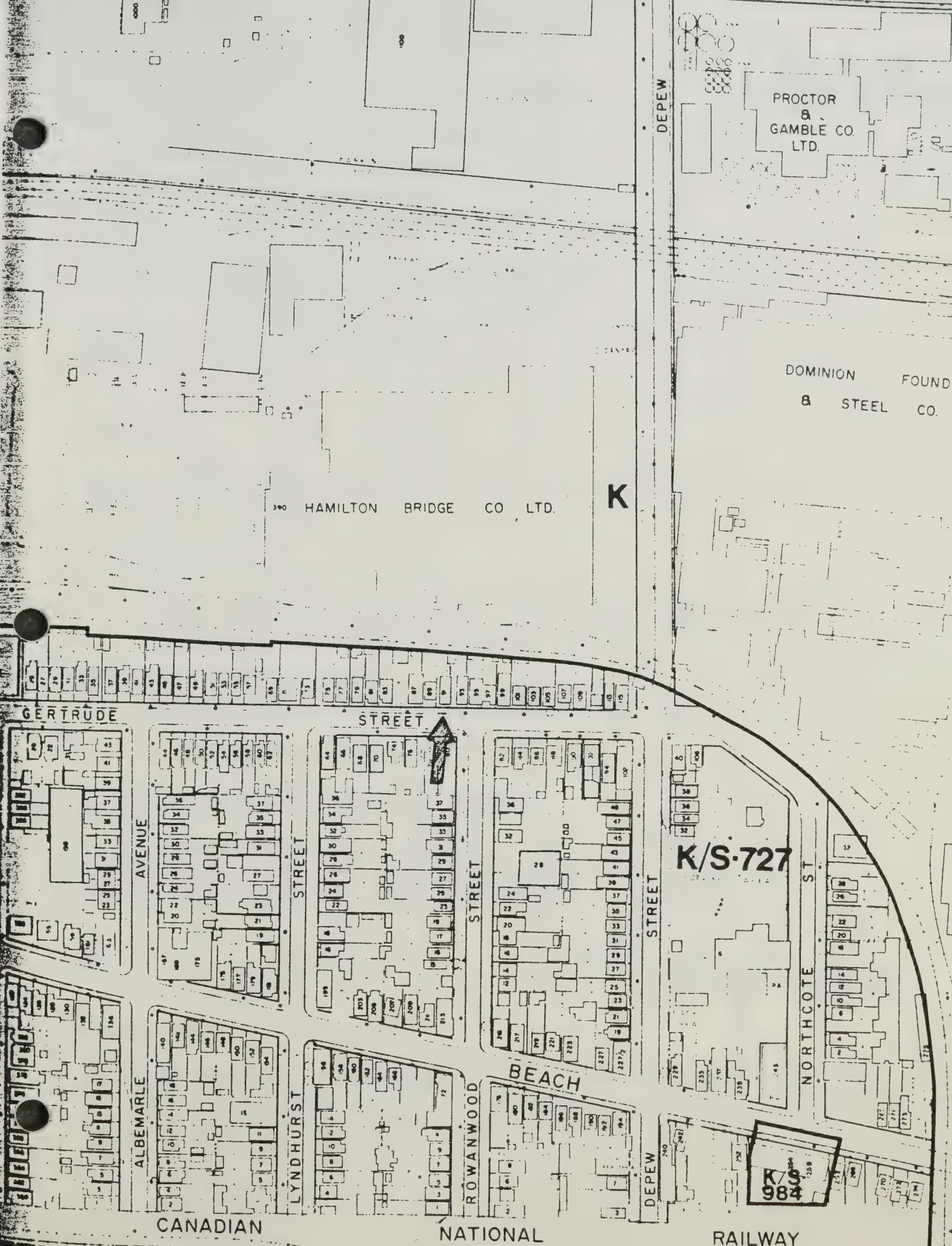
BACKGROUND:

The Traffic Department has received a request from Mrs. Helen Stevens, No. 91 Gertrude Street, that a reserved "Permit Parking" space be designated on the north side of Gertrude Street directly in front of her home since she is disabled.

Gertrude Street has a 24 foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street in this area. The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Stevens possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT
MT/CVB/ks

Hand



PROCTOR
&
GAMBLE CO.
LTD.

DOMINION FOUND
& STEEL CO.

300 HAMILTON BRIDGE CO. LTD.

K

GERTRUDE

STREET

AVENUE

STREET

STREET

STREET

NORTHCOTE ST

K/S-727

ALBEMARLE

LYNDHURST

ROWANWOOD

BEACH

DEPEEW

CANADIAN

NATIONAL

RAILWAY

K/S-984

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(v)(e)

DATE: 1993 February 9

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

FEB 19 1993

CITY CLERKS

SUBJECT:

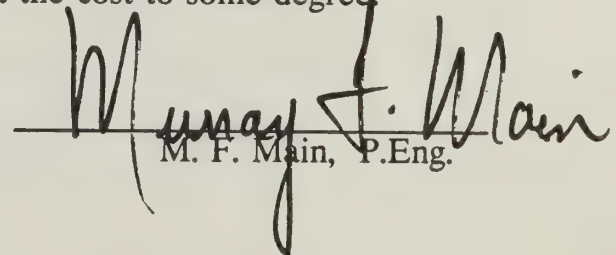
No. 81 Wexford Avenue North - Request for a Reserved Permit Parking Space for a Disabled Resident. [TEC-42-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Wexford Avenue North commencing at a point 172 feet north of Dunsmure Road and extending to a point 22 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Ms. Karen Hibbs, 81 Wexford Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.


M. F. Main, P.Eng.

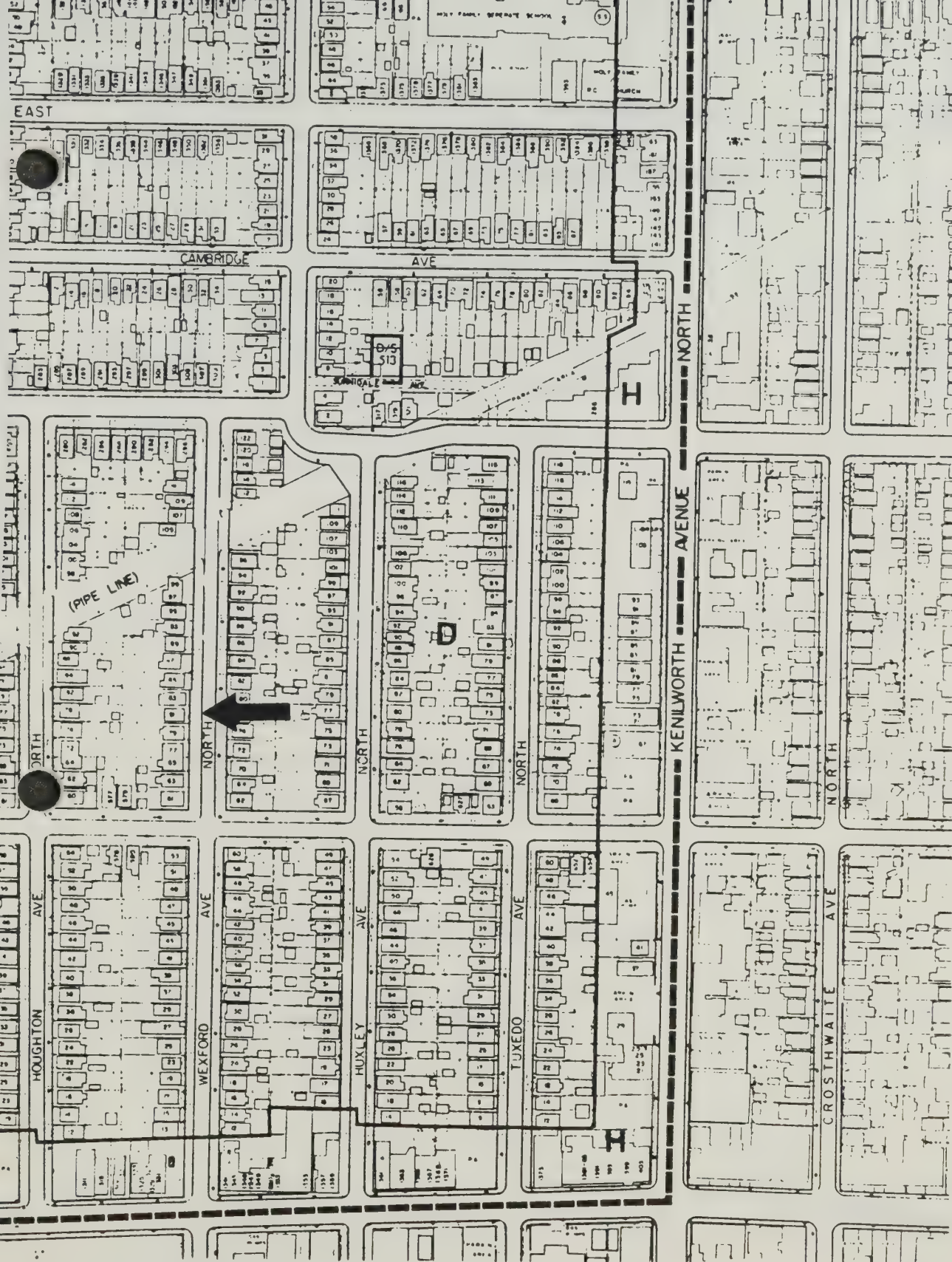
BACKGROUND:

The Traffic Department has received a request from Ms. Karen Hibbs, 81 Wexford Avenue North that a "Permit Parking" regulation be implemented on the west side of the street directly in front of her home since she is disabled.

Wexford Avenue North has a 26 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Ms. Hibbs has advised that she requires a space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation, since she can load and unload in front of her home at other times.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled resident's homes. One requirement is that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Ms. Hibbs possesses a valid disabled permit. An investigation has revealed that there is no available off-street parking on the private property. Therefore, the Traffic Department concurs with the request.

^{CVB}
CVB/ca



2(B)(v)(f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

FEB 11 1993

CITY CLERKS

SUBJECT:

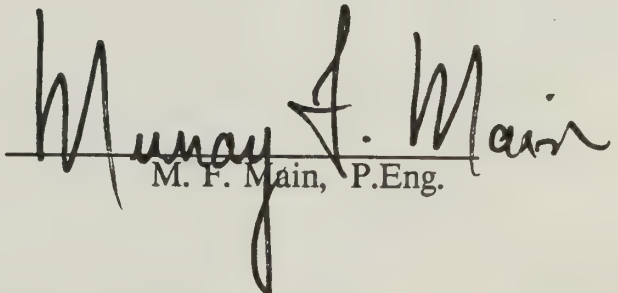
No. 192 Walnut Street South - Removal of a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-45-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the west side of Walnut Street South commencing at a point 91 feet south of Forest Avenue and extending to a point 20 feet southerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the signs.

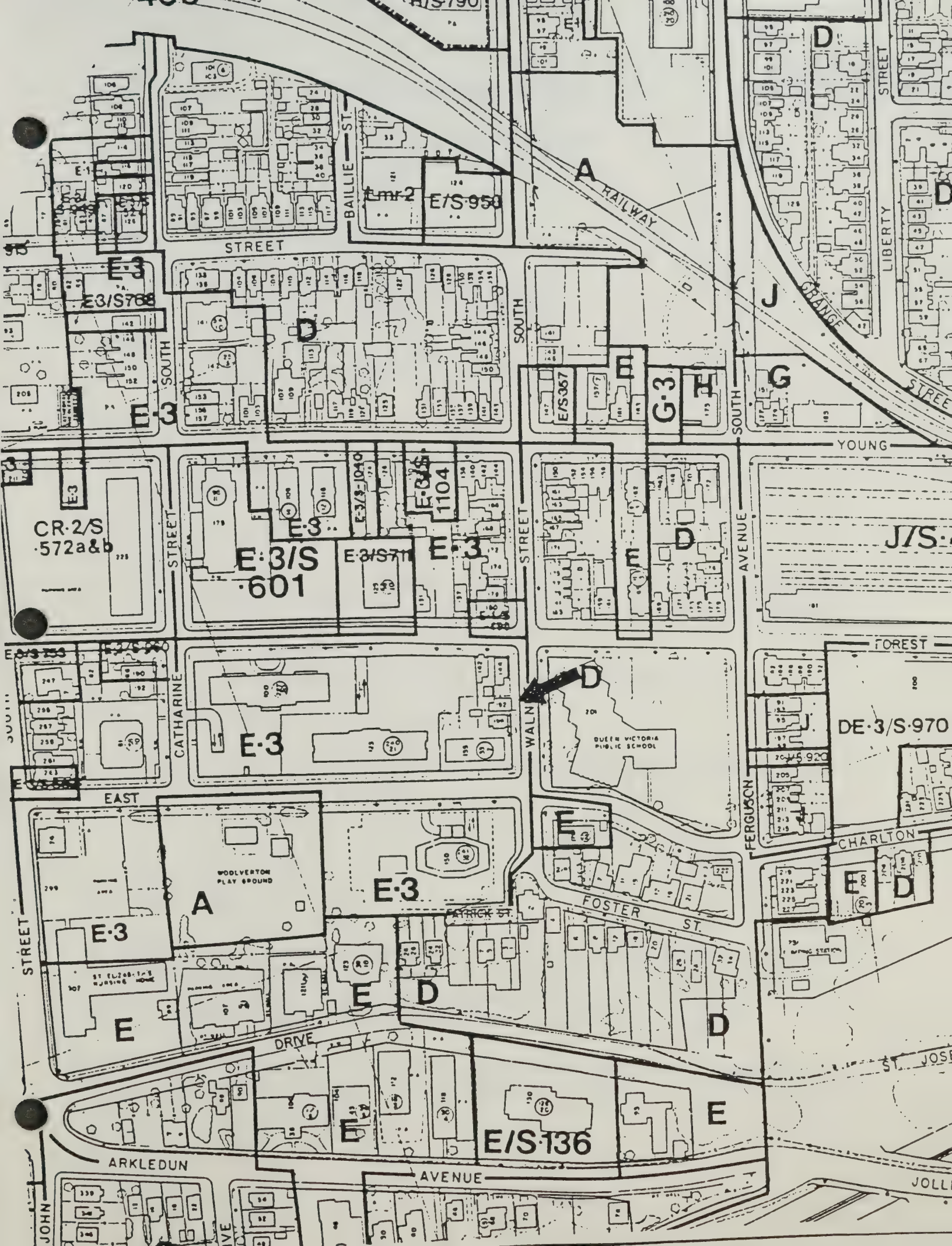

M. F. Main, P.Eng.

BACKGROUND:

In 1992 City Council approved a request from Mr. John Spero, No. 192 Walnut Street South, to implement a reserved "Permit Parking" space on the west side of Walnut Street directly in front of his home.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has recently determined that Mr. Spero provided staff with incorrect information regarding the Ministry of Transportation disabled permit and, in fact, he does not possess a Ministry permit. Therefore, it would be appropriate to remove the "Permit Parking" regulation. Mr. Spero has been advised of this recommendation and reluctantly agrees.

MT CVB
MT/CVB/ks



2(B)(v)(9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

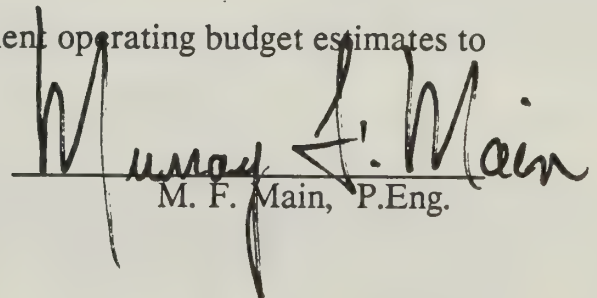
No. 28 Tiffany Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-46-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the east side of Tiffany Street commencing at a point 273 feet north of Barton Street West and extending to a point 24 feet northerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the signs.

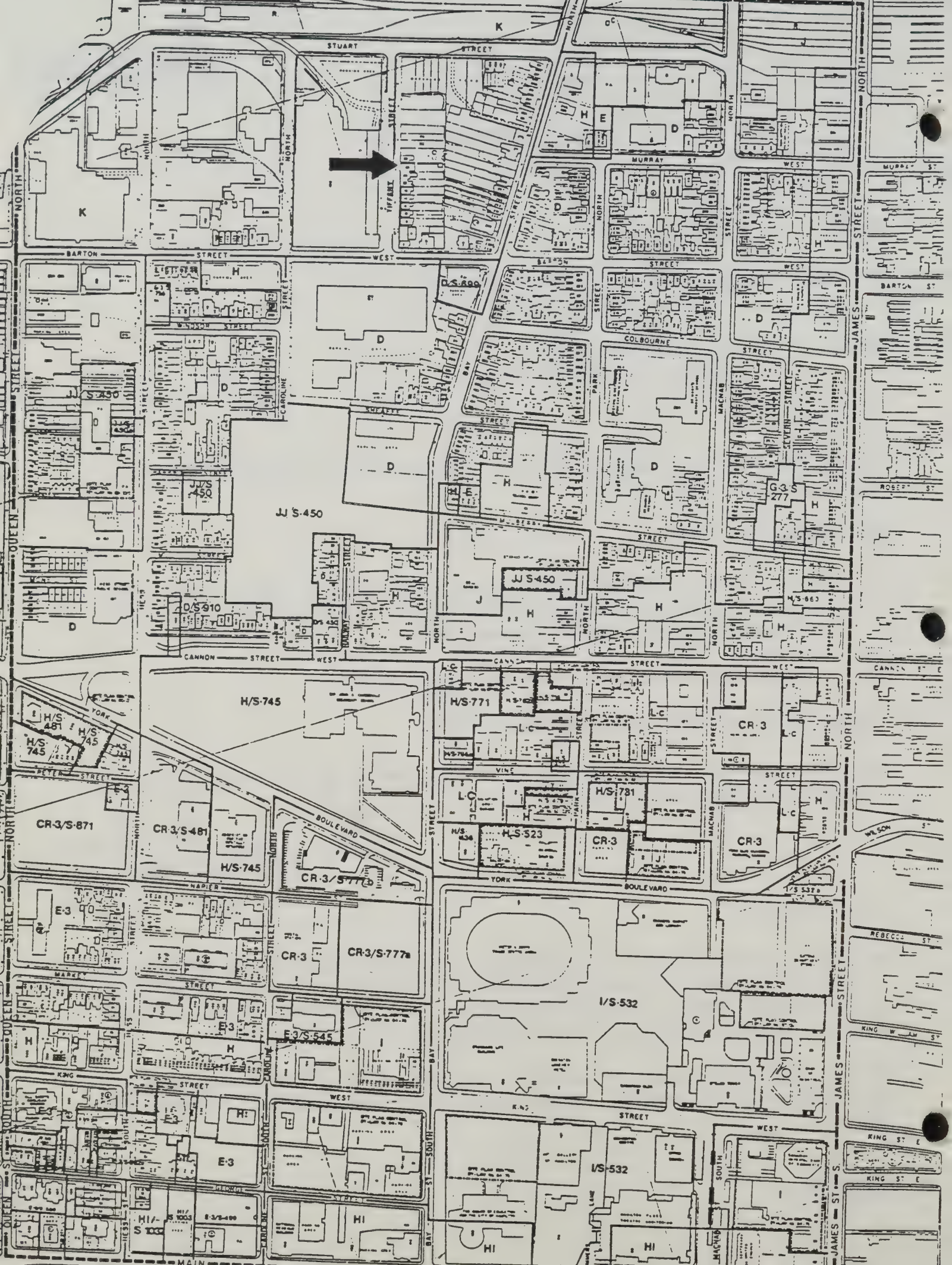

M. F. Main, P.Eng.

BACKGROUND:

In 1990 City Council approved a request from Mrs. Falletta, 28 Tiffany Street, to implement a reserved "Permit Parking" space in front of her home since she is disabled. However, her son has recently advised that she has passed away and this parking space is no longer required. He has requested that the "Permit Parking" regulation be removed.

The Traffic Department has reviewed this matter and concurs with this request. One parking space will be restored to the street and would be controlled by a one hour time limit.


MT/CVB/ks



2(BXvXh)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

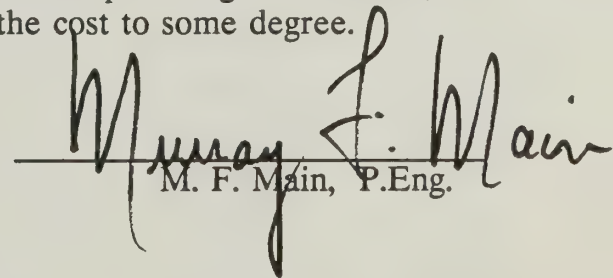
No. 241 Charlton Avenue West - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-47-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Charlton Avenue West commencing at a point 150 feet east of Kent Street and extending to a point 18 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Mary Sinclair, No. 241 Charlton Avenue West; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.


M. F. Main, P.Eng.

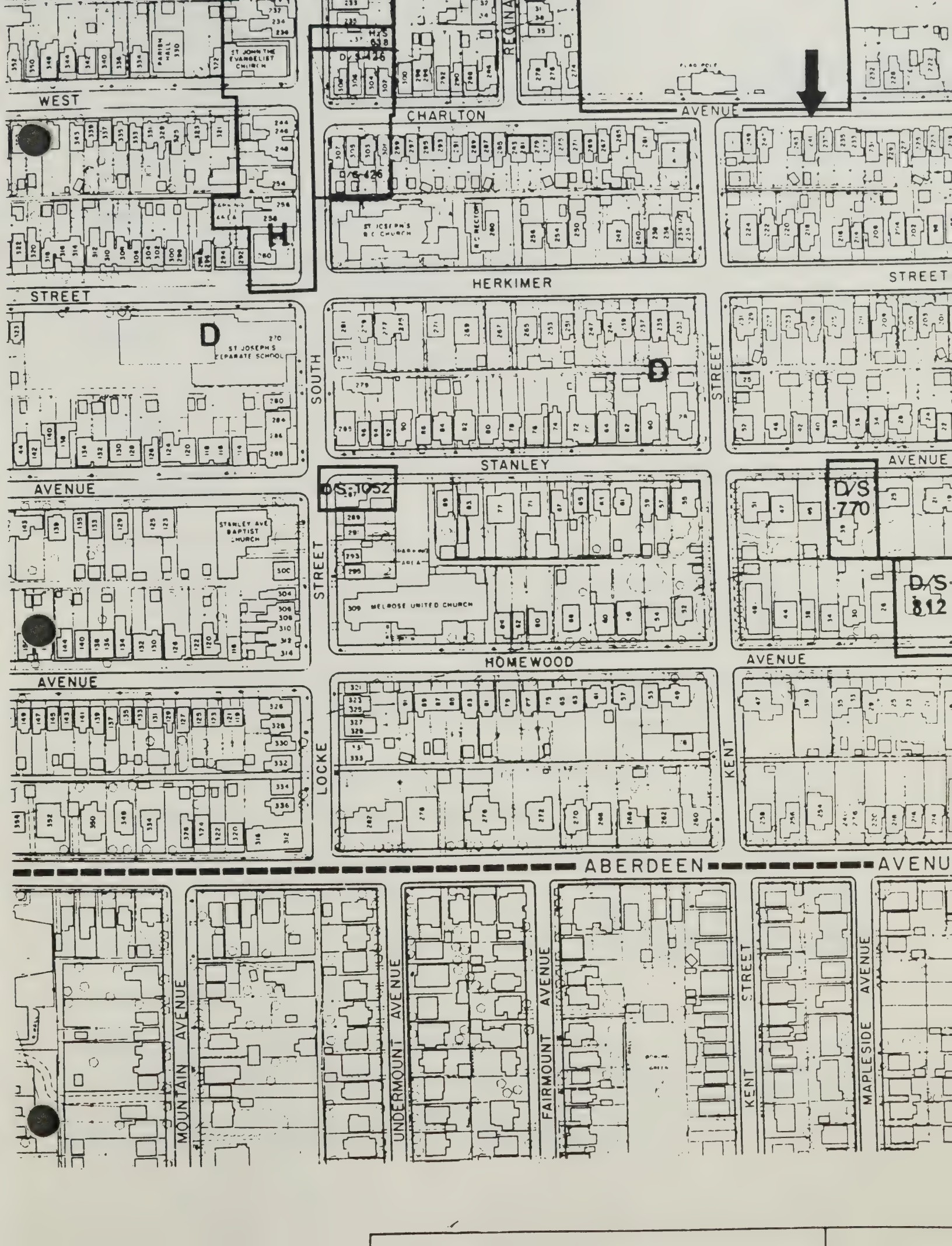
BACKGROUND:

The Traffic Department has received a request from Ms. Mary Sinclair, No. 241 Charlton Avenue West, that a reserved "Permit Parking" space be designated on the south side of the street in front of her home since she is disabled.

Charlton Avenue has a 25 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Sinclair possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT/CVB/ks



WEST

CHARLTON

AVENUE

STREET

HERKIMER

STREET

AVENUE

STANLEY

AVENUE

AVENUE

HOMWOOD

AVENUE

ABERDEEN

AVENUE

MOUNTAIN AVENUE

UNDERMOUNT AVENUE

FAIRMOUNT AVENUE

KENT STREET

MAPLESIDE AVENUE

D

ST JOSEPH'S
SEPARATE SCHOOL

STANLEY AVE
BAPTIST CHURCH

D/S 1052

MELROSE UNITED CHURCH

D/S 770

D/S 812

2(BX)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 17

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED
FEB 19 1993
CITY CLERKS

SUBJECT:

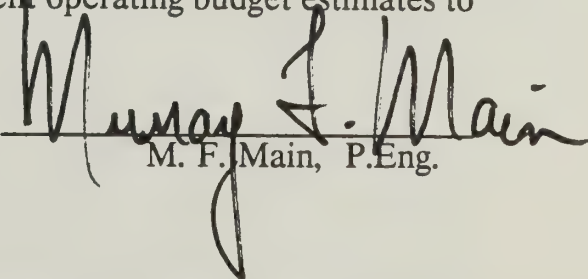
No. 185 Campbell Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-55-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the north side of Campbell Avenue commencing at a point 42 feet east of Agnes Street and extending to a point 20 feet easterly therefrom be removed; and
- b) That the existing "Permit Parking" regulation on the south side of Campbell Avenue commencing at a point 10 feet east of the extended east curb line of Agnes Street and extending to a point 24 feet easterly therefrom be removed; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the signs.

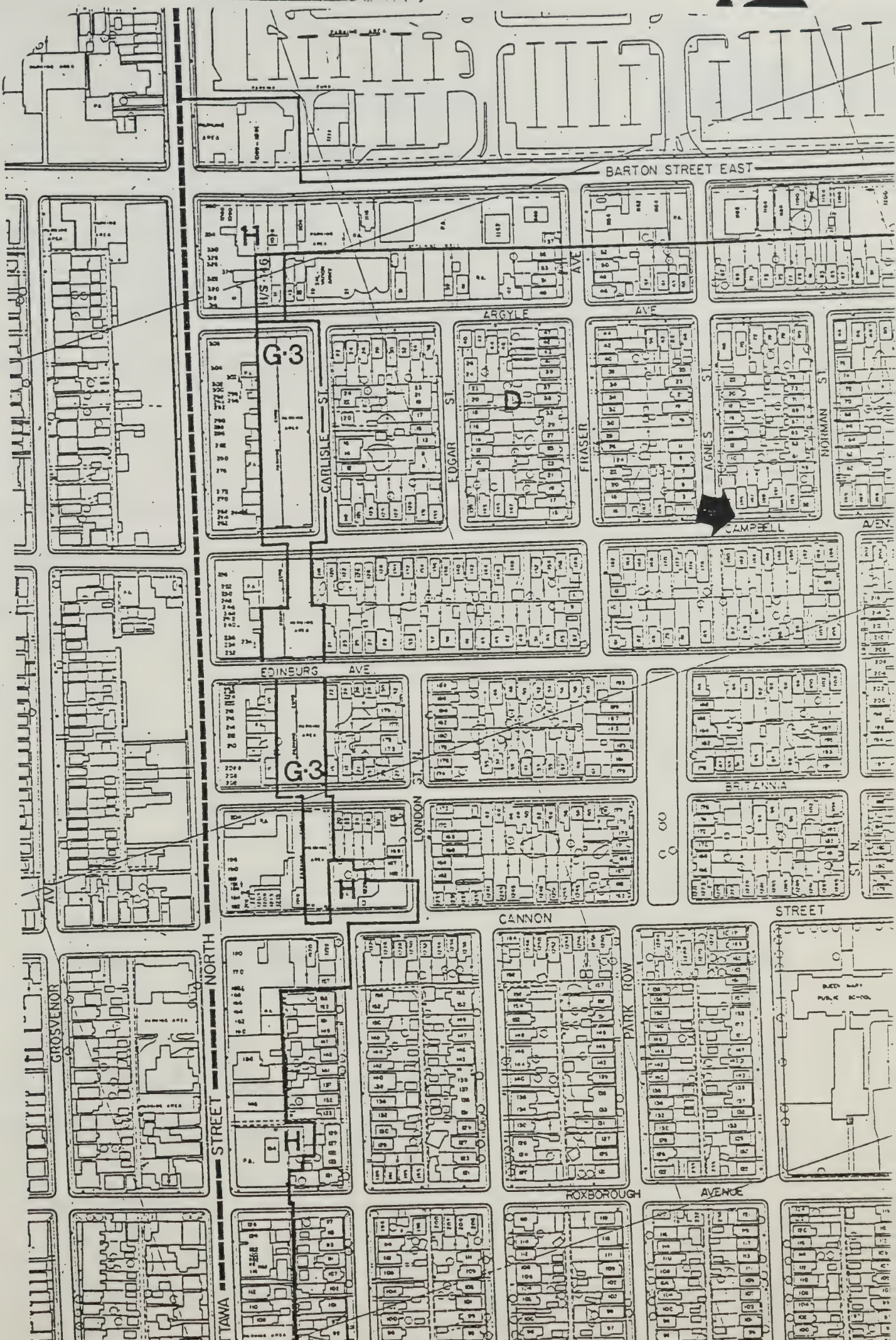

M. F. Main, P.Eng.

BACKGROUND:

In 1991, City Council approved a request from Marcia Stanton, No. 185 Campbell Avenue, to implement a reserved "Permit Parking" space on both sides of Campbell Avenue since she is disabled. However, Mr. Stanton has advised that they will be moving in March of this year and has requested that the "Permit Parking" regulations be removed. The Traffic Department has reviewed this matter and concurs with this request.

The removal of the reserved "Permit Parking" regulation will restore one unrestricted parking space on either side of the street under the existing "Alternate Side Parking" regulation.

MS CBI
MT/CVB/ks



BARTON STREET EAST

ARGYLE

AVE

G-3

CARLISLE ST

EDGAR ST

FRASER

AGNES ST

NOELMAN ST

CAMPBELL

EDINBURGH

AVE

G-3

LONDON ST

CANNON

STREET

GROSVENOR

NORTH

STREET

PARK ROW

ROXBOROUGH

AVENUE

TITANA

2(B)(vi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 19

RECEIVED

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FEB 19 1993

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

CITY CLERKS

SUBJECT:

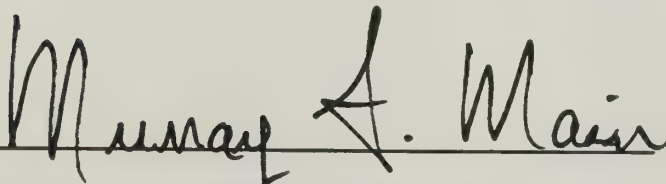
College Route - Removal of Bus Stops. (TEC-14-93)

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company the following bus stops be deleted:

Route 35 College

- Westbound - Chester Avenue, north side, 24 feet east of the centre line of Annabelle Street (N/S); and
- Westbound - Chester Avenue, north side, 24 feet east of the centre line of Chesley Street (N/S); and
- Southbound - Chesley Street, west side, 263 feet north of the centre line of Harbottle Court (M/B); and
- End of Line - Chesley Street, west side, 83 feet north of the centre line of Stone Church Road West (N/S).



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

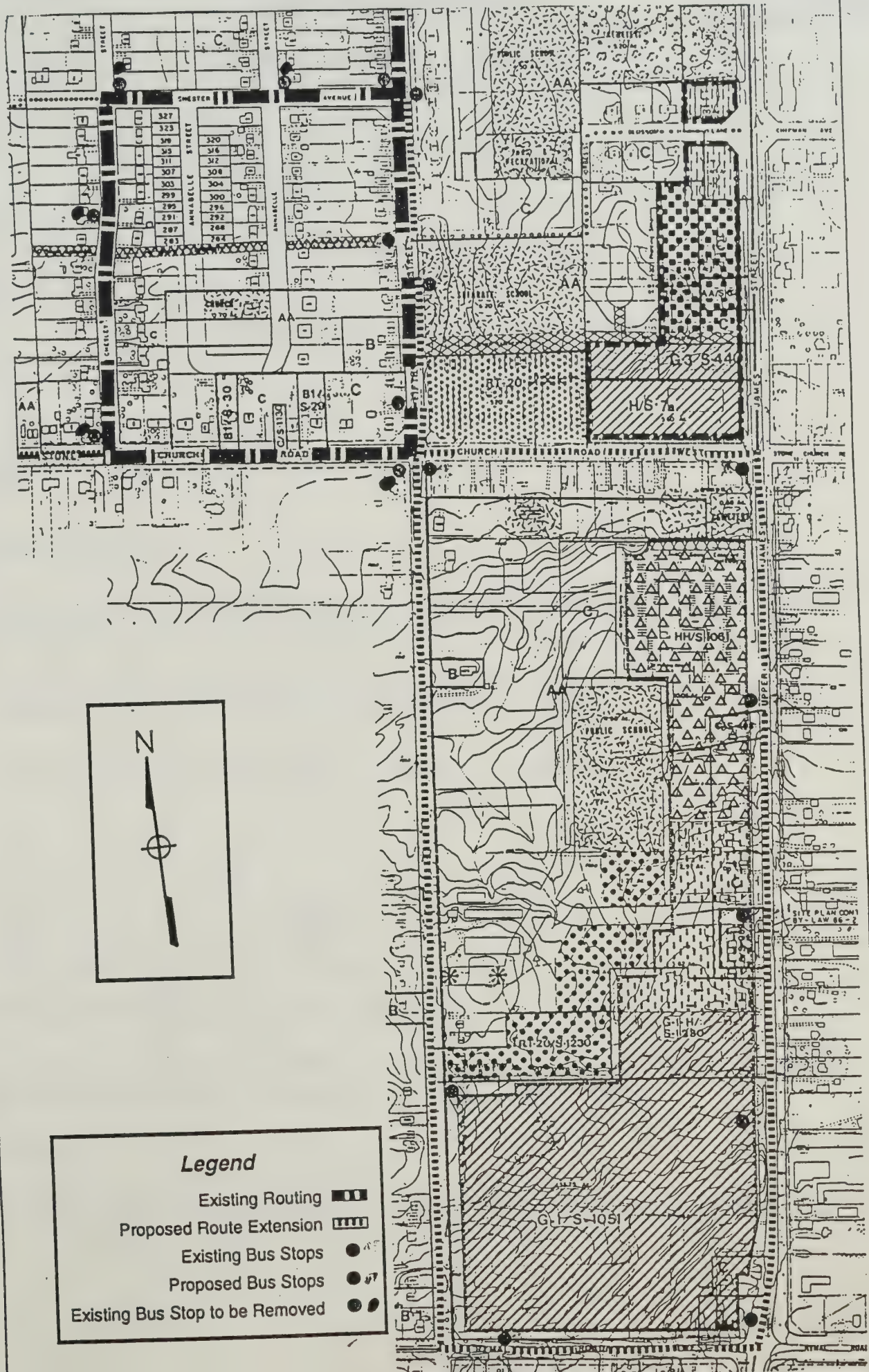
The Traffic Department has received a request from the Hamilton Street Railway Company for permission to remove four bus stops serving the College route.

The elimination of these bus stops is satisfactory from a traffic point of view. The existing "No Stopping regulation at each bus stop will revert back to unrestricted parking as is the remainder of both Chesley Street and Chester Avenue. Therefore, the Traffic Department concurs with the request.

MT/CVB/ks

c.c. Bill O'Brien, Hamilton Street Railway Company
Attention: Doug Rieger, Planning Design

PROPOSED ROUTE EXTENSION FOR 35 COLLEGE



2(B)(vii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 20

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

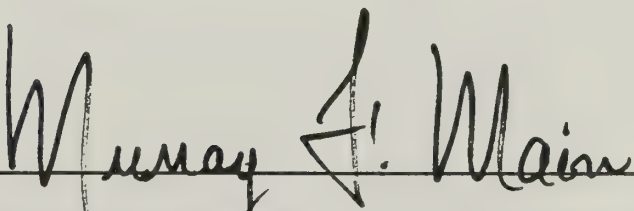
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Installation of Parking Meters at Various Locations. [TEC-18-93]

RECOMMENDATION:

- a) That three-hour metered parking be implemented on both sides of Robinson Street between Park Street South and MacNab Street South; and
- b) That three-hour metered parking be implemented on both sides of Herkimer Street between James Street South and Park Street South; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of installing and maintaining the subject parking meters.

BACKGROUND:

The Hamilton Parking Authority recently asked the Traffic Department to investigate the feasibility of installing parking meters at various locations, as follows:

1. Robinson Street between Park and MacNab Streets

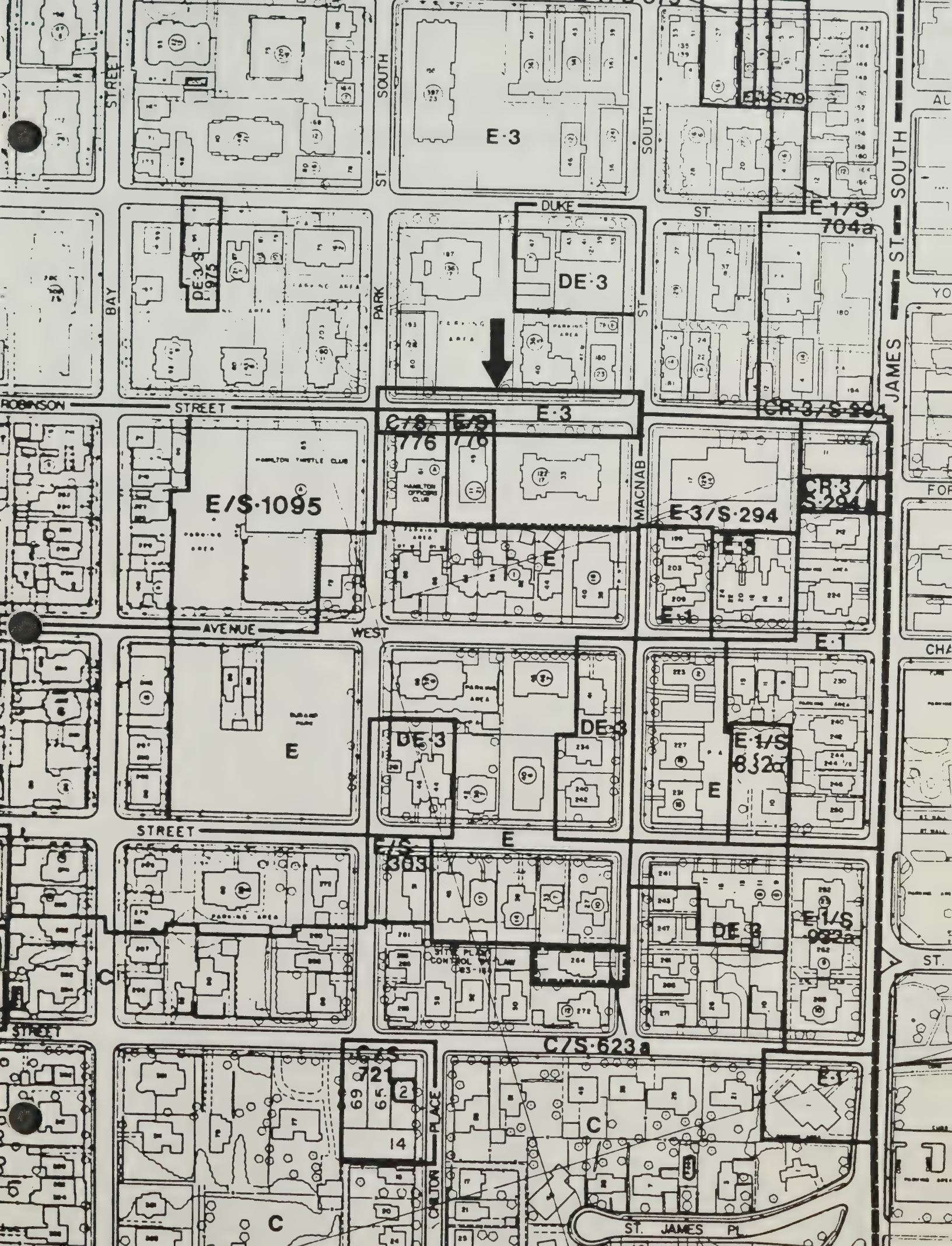
Presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Robinson Street in this block. Both of the Ward Aldermen support installing parking meters in this block, and the Parking Authority has advised that three hour parking meters would be appropriate. Investigations reveal that approximately 20 parking meters could be installed in this block. Therefore, the Traffic Department concurs with the request.

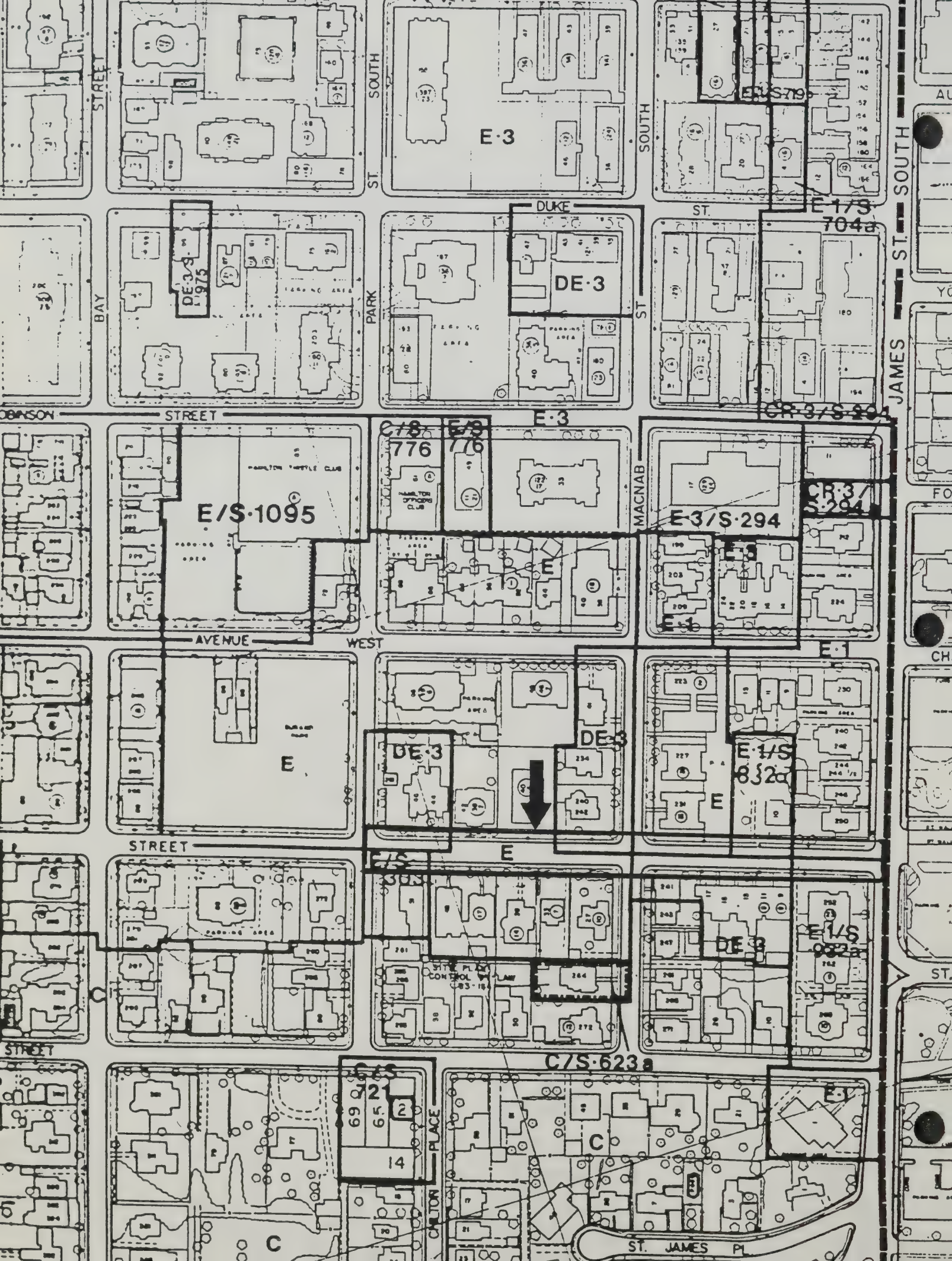
2. Herkimer Street between James and Park Streets

Presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Herkimer between James and MacNab and unrestricted parking only after 6:00 p.m. Monday to Friday and all day on weekends on the south side. In the block between MacNab and Park there is unrestricted parking on both sides of the street. An investigation has revealed that approximately 35 parking meters could be installed in this area and both of the Ward Aldermen support this request. The Parking Authority has advised that three hour parking meters would be appropriate. Therefore, the Traffic Department concurs with the request.

Recent traffic studies revealed that virtually all of the parked vehicles in these areas were registered to addresses outside this immediate area. Therefore, it is evident that these vehicles are operated by employees of area businesses and St. Joseph's Hospital.

CVB/ca





BAY STREET

ST. SOUTH

ST. SOUTH

ST. SOUTH

JAMES ST.

ST. SOUTH

ST. SOUTH

ST. SOUTH

ST. SOUTH

ST. SOUTH

ST. SOUTH

DE-3/S-1975

E-3

E/S-79

E-1/S-704a

DE-3

CR-3/S-294

E/S-1095

C/S-776

E/S-776

E-3

E-3/S-294

CR-3/S-294

AVENUE WEST

WEST

MACNAB

E-1/S-832a

DE-3

DE-3

DE-3

E-1/S-982a

C/S-623a

C/S-623a

CANTON PLACE

ST. JAMES PL

2(BXviii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

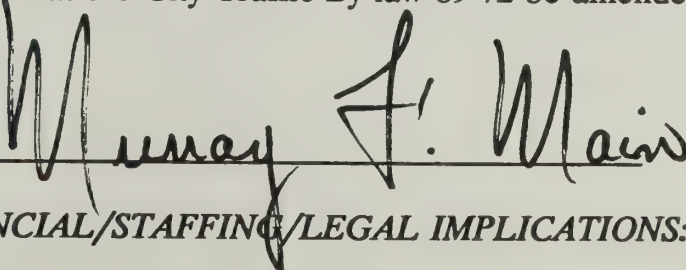
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Britannia Avenue at Glassco Avenue North and Britannia Avenue at Adair Avenue North - Corner Clearances. (TEC-20-93)

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented:
- on the north side of Britannia Avenue commencing at Glassco Avenue North and extending to a point 60 feet westerly therefrom,
 - on the north side of Britannia Avenue commencing at Glassco Avenue North and extending to a point 60 feet easterly therefrom,
 - on the north side of Britannia Avenue commencing at Adair Avenue North and extending to a point 60 feet westerly therefrom,
 - on the north side of Britannia Avenue commencing at Adair Avenue North and extending to a point 60 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from a police officer who lives in the area, that corner clearances be implemented at the intersections of Britannia Avenue at Glassco Avenue and at Adair Avenue to improve the visibility of vehicles travelling on Britannia Avenue for southbound motorists attempting to enter the street from Glassco Avenue and from Adair Avenue.

Britannia Avenue has a 28 foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street in this area. An investigation has confirmed that visibility is obstructed to some degree for southbound motorists on Glassco Avenue and on Adair Avenue when vehicles park on the north side of Britannia Avenue. Records indicate that in the past seven years at the intersection of Britannia Avenue and Adair Avenue and Britannia Avenue and Glassco Avenue there have been seven and fourteen reported collisions respectively, and many of these collisions could be attributed to the visibility obstruction. Therefore, it would be appropriate to erect corner clearances at these intersections to eliminate the visibility obstruction.

The implementation of the requested corner clearances would result in the loss of four legal on-street parking spaces. However, since virtually all residents in the area have available off-street parking, staff do not anticipate any parking difficulties for area residents.

MT/CVB/ks

E/S-100

SITE PLAN
CONTROL
BY LAW 82

220

E

J

H

E

H

AVENUE

NORTH

NORTH

D

STREET

AVENUE

AVENUE

AIRBORNE

AVENUE

GLASSCO

C

ADAIR

LEWIS STREET

BERNARD

MARTHA

BLAIR

BRITANNIA

GRIMSBY

ROXBOROUGH

AVENUE

D/S-53

GLENGROVE

NORTH

NORTH

NORTH

NORTH

NORTH

CITY OF HAMILTON
- RECOMMENDATION -

2(B)(ix)

DATE: 1993 February 5

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Appointment of Parking Control Officers [TEC-32-93]

RECOMMENDATION:

- a) That, in accordance with Section 15 (1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

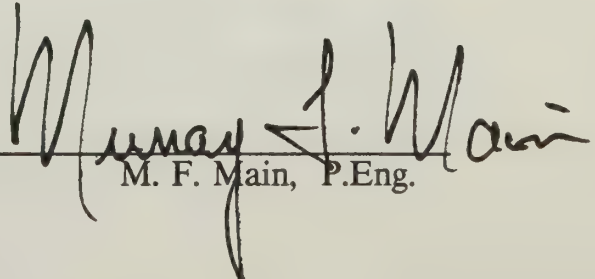
Peter Emery
Richard Fader
Melvin Barlow
William London
William Warburton
Henry Robertson
Howard Murray

- b) That the following appointments as Parking Control Officers be repealed:

Uriel Thompson
Lawrence Cardinal
Frederick Smith
Brian Crabbe

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A


M. F. Main, P.Eng.

BACKGROUND:

Due to changes in personnel in the City of Hamilton Traffic Department it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Act.

7/11
MH/jd

2(B)(X)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 18 1993

CITY OF HAMILTON

SUBJECT:

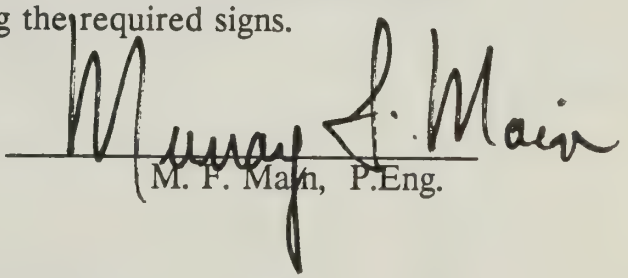
Intersection of Case Street and Lottridge Street - Corner Clearance. [TEC-38-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the west side of Lottridge Street commencing at Case Street and extending to a point 50 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


M. F. Main, P.Eng.

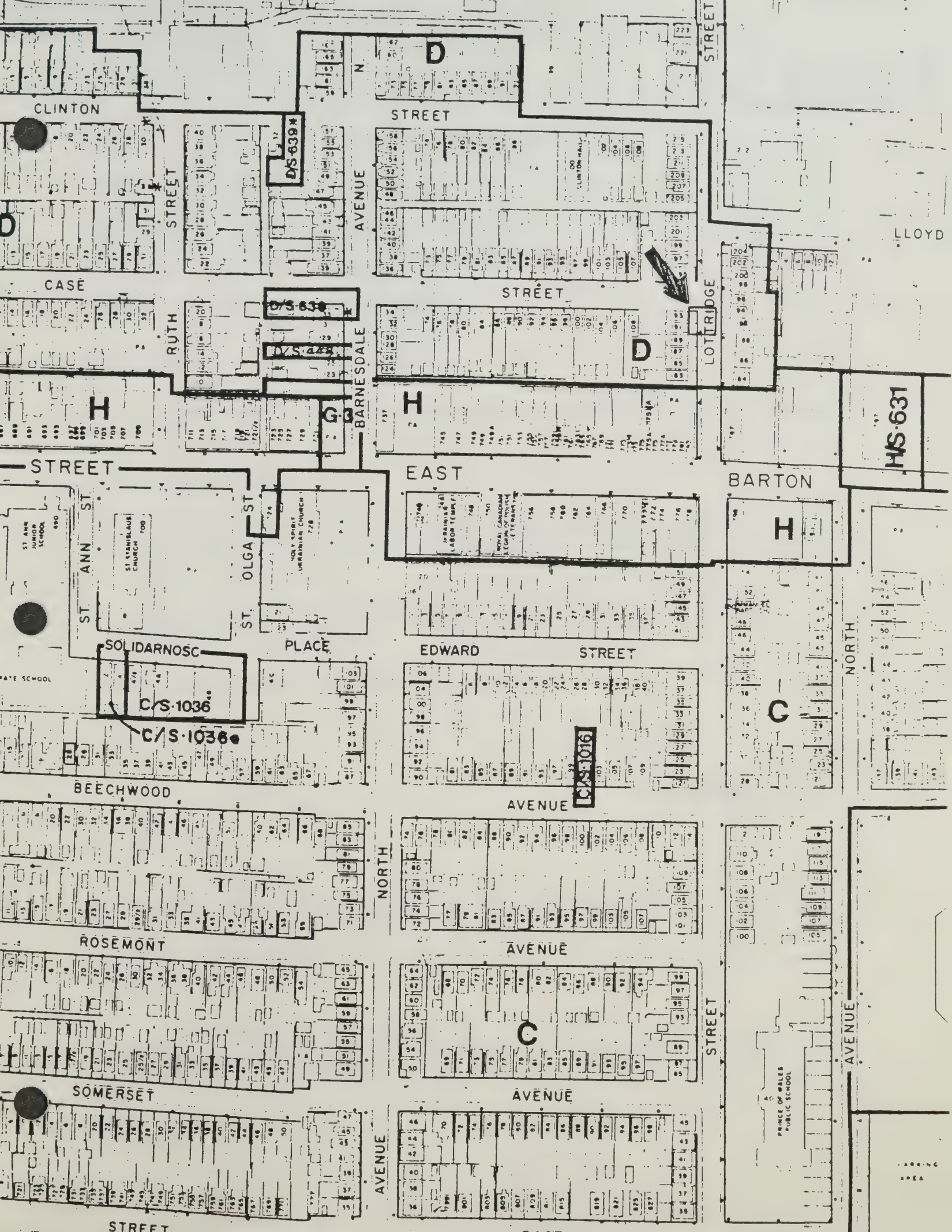
BACKGROUND:

The Traffic Department has received a request from Ms. Mary Welsh, No. 197 Lottridge Street, that a corner clearance be implemented on the west side of Lottridge Street, south of Case Street, to improve the visibility for eastbound traffic on Case Street.

Lottridge Street has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area. An investigation has confirmed that when vehicles are parked on the west side of Lottridge Street, south of Case Street, visibility of northbound traffic is obstructed to some degree. Therefore, the Traffic Department concurs with this request.

The implementation of the requested regulation will result in the loss of one legal on-street parking space but unrestricted parking will still be available on the remainder of the street. The Traffic Department has contacted the two abutting residents and both residents have advised that they are in favour of the requested regulation.

MT
MT/CVB/ks



CITY OF HAMILTON

- RECOMMENDATION -

2(B)(xi)

DATE: 1993 February 9

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED
CITY CLERK

SUBJECT:

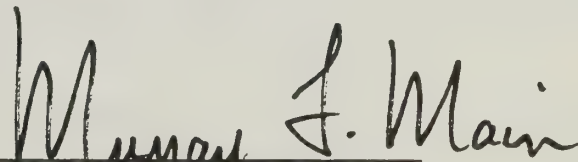
No. 41 Isabel Avenue - Discharge of Residential Boulevard Parking Agreement. [TEC-41-93]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 41066 to the property at No. 41 Isabel Avenue be discharged, at the property owners' expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A



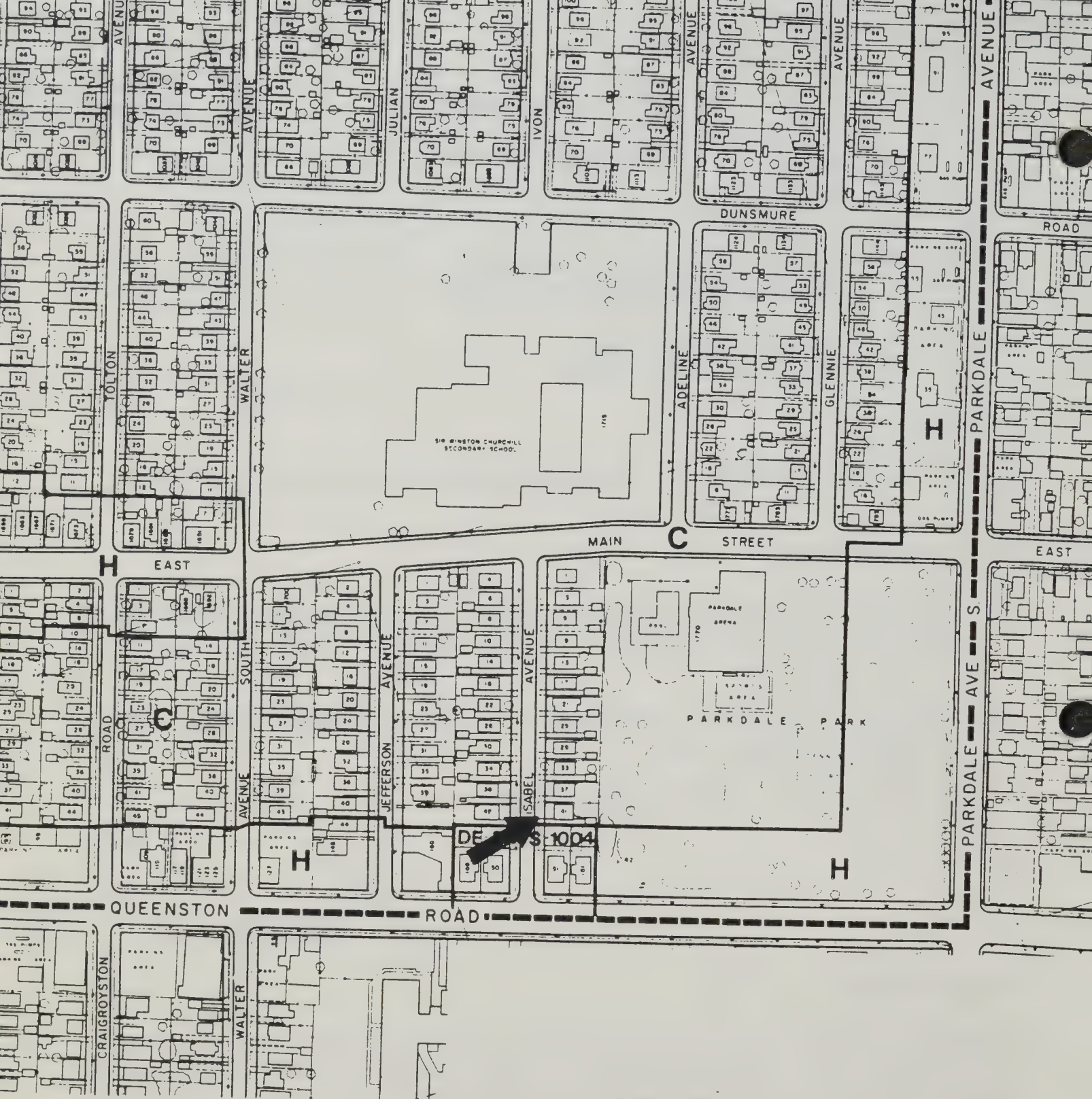
(M. F. Main, P.Eng.)

BACKGROUND:

In 1989, the Traffic Department approved an application by the owner of the property at No. 41 Isabel Avenue to widen his existing driveway to allow one vehicle to be parked partially on the boulevard in front of this single family home. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1990 March 27.

The Lawyer representing the owner of the property has now written to the Traffic Department requesting that the agreement be discharged since the existing driveway was never widened. The Traffic Department has reviewed this matter and concurs with the request.


CVB/ca



74	75	109
66	105	100
9	52	51

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

- Neighbourhood Boundary
- Zoning Boundary.

2(B)(kii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 28

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

FEB 19 1993

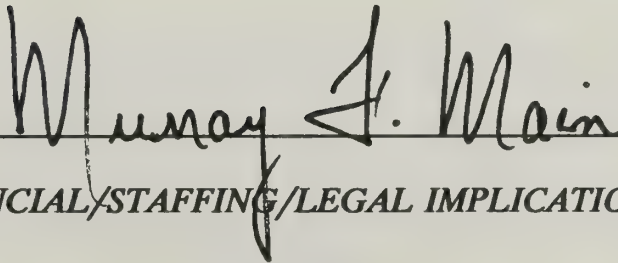
CITY CLERKS

SUBJECT:

Availability of Disabled Parking at no. 1 Hunter Street East [TEC-25-93]

RECOMMENDATION:

- a) That the Regional Council be advised that the City of Hamilton Traffic By-law does not provide for reserved disabled parking spaces on City streets; and
- b) That a recommendation be forwarded to the Regional Department of Social Services that reserved disabled parking spaces be provided within existing parking areas on their own property.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

At the 1993 January 4 meeting of the Transport and Environment Committee, a letter was received from the Regional Clerk's Office advising of the following request of the Health & Social Services Committee which was approved by the Regional Council on 1992 December 15:

"12. Availability of Disabled Parking at 1 Hunter Street East

- a) That the initiative to have 2-3 parking spaces in metered areas designated for the disabled at 1 Hunter Street East be supported;
- b) That this recommendation be forwarded to Transport and Environment Committee at the City of Hamilton for their immediate attention to this matter;
- c) That this recommendation be referred to the Traffic Department at the City of Hamilton for information."

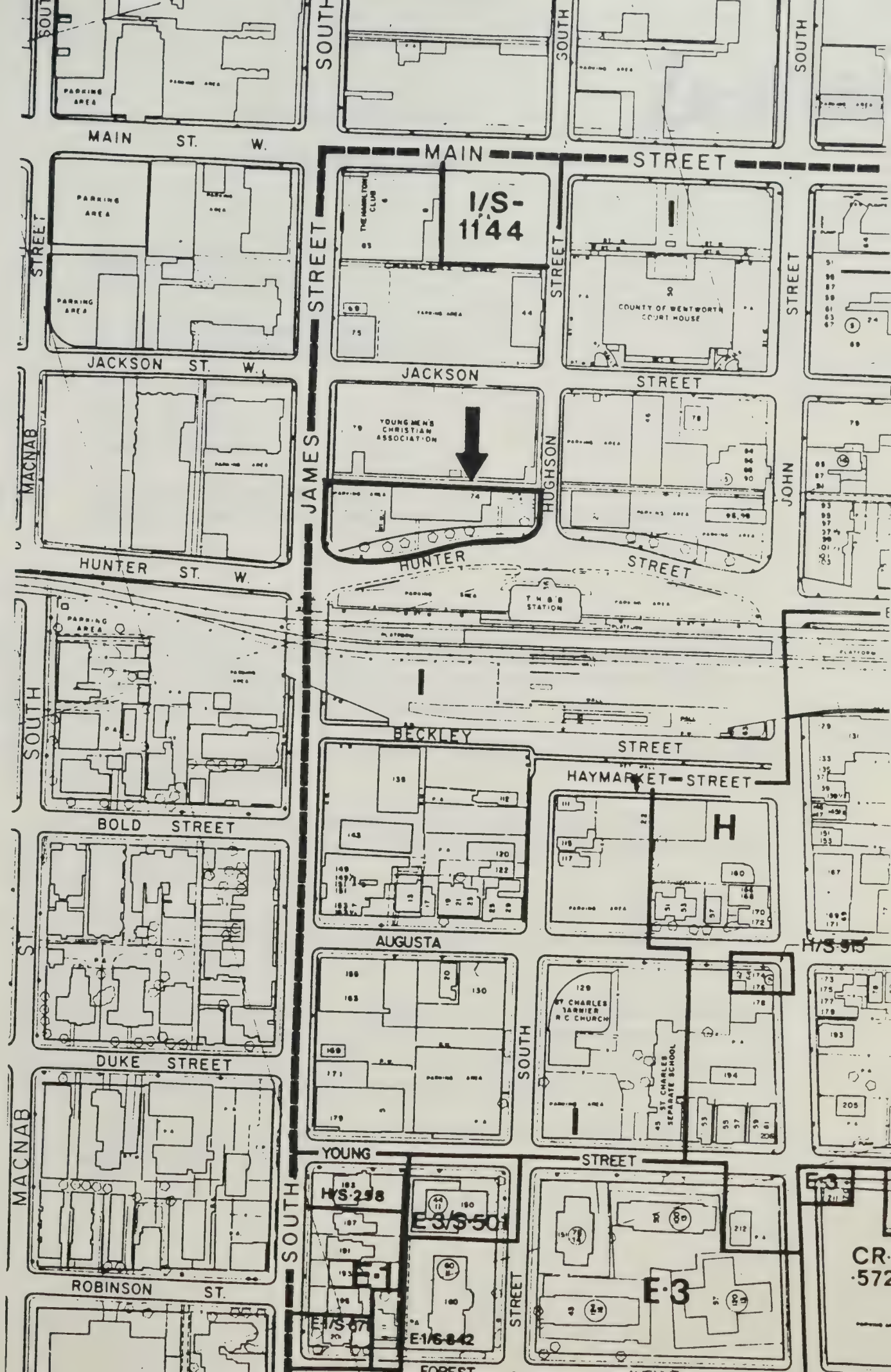
The above request was referred by the Transport and Environment Committee to the Traffic Department for investigation and report.

The north side of Hunter Street East in this area is presently occupied by one hour parking meters. The City and Regional Traffic By-laws provide that a parked vehicle either driven by or used for the transporting of a physically disabled person is exempt from depositing of coins in parking meters or from signed parking time limits which regulate the amount of time that a vehicle may be parked on the street. Thus, vehicles displaying valid disabled permits issued by the Ministry of Transportation may be parked at any of the metered parking spaces on the north side of Hunter in front of the Regional Social Services building without depositing coins in the parking meters, and these vehicles may be parked beyond the one hour limit.

Neither the City nor Regional Traffic By-laws allow for the reservation of individual reserved disabled parking spaces on public highways, and there would be no guarantee that persons attending the Regional Social Services building would be able to use these spaces at all times, since other disabled motorists may choose to park in this area for long periods of time.

Information obtained from the City Property Department indicates that the Regional Social Services Department will be re-locating in approximately one year, since there is an existing one year lease for this property. Further investigations reveal that there are approximately 24 reserved parking spaces for staff of this building entirely on the private property. Therefore, the most appropriate action would be to reserve some of the off-street parking for disabled motorists, and the City Traffic Department could assist by advising on the proper signing of these spaces.

H.A.
MH/jd



I/S-1144

YOUNG MEN'S CHRISTIAN ASSOCIATION

T.M.B. STATION

COUNTY OF WESTWORTH COURT HOUSE

ST. CHARLES TARNIER R.C. CHURCH

ST. CHARLES SEPARATE SCHOOL

H/S-258

E-3/S-501

E-1

E-1/S-67

E-1/S-842

E-3

CR-572

26)(i)(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 23
T103-23 J.K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. E. M. Gill
Senior Director
Roads Department

SUBJECT: Temporary Closure Application:
MacNab Street between King Street and Main Street (R-93-21)

RECOMMENDATION:

That the application of N. Wimbush, agent for Ainsworth Electric Co. Ltd. (4 King Street West, Toronto M5H 1B6) to temporarily close MacNab Street between King and Main on Sunday March 14, 1993 or Sunday March 21, 1993 from 2:00 am to 2:00 pm, to erect a crane, be approved, subject to the following conditions:

- i) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;
- ii) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
- iii) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- iv) That the applicant provide proof of \$2,000,000 public liability insurance, naming the Region and the City of Hamilton as added insureds, with a provision for cross liability, and holding the Region and the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- vi) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

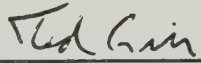
cont'd...

-Page 2-

February 23, 1993
MacNab Street Temporary Closure

cont'd...

- vii) That all property owners and tenants along the area of the closure be notified of the closure by the applicant at least four weeks prior to the closure in a form acceptable to the Commissioner of Transportation/Environmental Services.



E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from N. Wimbush, agent for Ainsworth Electric Co. Ltd, to temporarily close MacNab Street between King and Main on Sunday March 14, 1993 or Sunday March 21, 1993 from 2:00 am to 2:00 pm., to erect a crane. The alternative date of March 21, 1993 is proposed because the company has yet to solidify arrangements for delivery of the crane.

The crane would be positioned on MacNab Street in order to hoist a diesel generator onto the roof of the Canadian Imperial Bank of Commerce at 21 King Street West. The crane will facilitate electrical work Ainsworth is performing for Cooper Corporation Inc., contractors for the CIBC.

This same closure was previously approved by the Commissioner of Transportation/Environmental Services for another Cooper subcontractor and a crane was erected on Sunday February 14, 1993. No negative comments regarding the closure were received.

As all affected municipal departments and Hamilton Place and the Convention Centre have been notified of the proposed closure and no objections have been received, and as Hamilton Street Railway can provide appropriate detours, this Department is not opposed to the closure.

JKC/MJP:

cc: M. Main, Director of Traffic

CITY OF HAMILTON
- RECOMMENDATION -

2cxi(b)

DATE: 1993 February 19
T103-23 J. K. Clairmont

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: Temporary Street Closure:
MacNab Street between King Street and Main Street (R-93-24)

RECEIVED

FEB 19 1993

CITY CLERKS

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of B. D'Aloisio, agent for Cooper Corporation Limited (85 The East Mall, Toronto Ontario, M8Z5W4) to temporarily close MacNab Street South between King Street and Main Street, to erect a crane, subject to the following conditions:


- i) That approval from Regional Police Services be received;
- ii) That the applicants provide proof of \$2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicants;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

Continued...

MacNab Street Temporary Closure

Continued...

- vi) That the applicants ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizers;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On February 11, 1993 a request was received from B. D'Aloisio, agent for Cooper Corporation Limited, to close MacNab Street between King and Main on Sunday February 14, 1993 from 6:00 am to 8:00 pm.

Cooper requested the closure to allow their sub-contractor, Spark Steel Erectors, to erect a mobile crane on the north bound lanes of the west leg of MacNab Street. The crane was necessary to hoist steel to the roof of the Canadian Imperial Bank of Commerce at 21 King Street West.

All affected municipal departments, Hamilton Place and the Convention Centre were informed and no objections were received. Hamilton Street Railway was able to provide appropriate detours.

As the application for closure was not received in time to acquire Committee approval, the Commissioner of Transportation/Environmental Services authorized this closure.

 JKC/MJP:

cc: M. Main, Director, Traffic Department

Lexix

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 2
T103-23 (1) J. K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: YWCA Road Race (R-93-18)

RECEIVED

FEB 19 1993

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services Group be confirmed in approving the application of E. Hicken, agent for the Hamilton YWCA (RR# 1, Canfield, Ontario) to temporarily close MacNab Street between Main Street and Hunter Street, from 1:00 p.m. to 2:00 p.m. on Sunday February 14, 1993, subject to the following conditions:

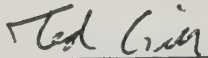
- i) That approval from the Regional Police Services be received;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

Cont'd...

Hamilton YWCA Race

Cont'd...

- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services required 22 Officers at a cost of \$2526., which will be drawn from account #57713-211300 for special events in the Region.

BACKGROUND:

E. Hicken, agent for the Hamilton YWCA, requested the closure of MacNab Street between Main Street and Hunter Street for a running race, which was held on Sunday February 14, 1993 from 1:00 pm to 2:00 pm.. The closure was requested to provide a marshalling area for the three hundred participants expected.

This event was run with the help of experienced volunteers and 22 officers from Regional Police Services. The police incurred costs of \$2526. which will be drawn from the account for special events in the Region.

The Downtown Churches Association was notified of the event and the race was scheduled for a time which did not conflict with their services.

As the applicant provided proper barricading and marshalls, and as Regional Police Services provided appropriate detour routes, this Department was in favour of the event. Council has approved this event in the past.

 JKC:

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

CITY OF HAMILTON

- RECOMMENDATION -

Lexi

DATE: 1993 February 23
T103-50 (1037) J. K. Clairmont

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: Advertent Encroachment
Access Ramp - Royal Connaught Hotel (R-93-22)

RECOMMENDATION:

That the application of M. Costanza, agent for Montreal Trust, Operating as the Royal Connaught Hotel (112 King Street East, Hamilton L8N 1A8) to install an access ramp in front of 82 King Street East, be approved, subject to the following conditions:

- i) The applicant enter into an Encroachment Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the Law Department;
- ii) The applicant pay a one time fee of \$241. for processing and registration and an annual fee of \$34.;
- iii) That the applicant's contractor be bonded with the Region of Hamilton-Wentworth and the City of Hamilton to make excavations on City Streets or Regional roads;
- iv) The Mayor and the City Clerk be authorized to sign and execute all necessary documents to execute this agreement;

E. M. Gill
E. M. Gill, P. Eng.

Cont'd

-Page 2-
February 23, 1993

**Encroachment Agreement
82 King Street East**

Cont'd

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application to enter into an agreement for an advertent encroachment with the City of Hamilton has been received from M. Costanza, agent for Montreal Trust, operating as the Royal Connaught Hotel. The hotel has requested to install an access ramp at the entrance to 82 King Street East. The ramp will encroach 3 ft X 19 ft onto a section of King Street East which is City of Hamilton road allowance.

The City's policy is that if an existing building or a proposed non-building encroachment does not impede the function within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and have no objections.

MJP:MJP:

cc: D. Vyce, Property Department
cc: A. Ross, City Treasury

CITY OF HAMILTON

- RECOMMENDATION -

26XIV(b)

DATE: 1993 February 19
T103-51 J. K. Clairmont

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: Advertent Encroachment
Communication Cable Installation
Arvin Avenue (R-93-20)

RECEIVED


FEB 19 1993

CITY CLERKS

RECOMMENDATION:

That the application of P. Finn, agent for Unitel Communications Inc. (200 Wellington Street West, Toronto M5V 3C7) to install a buried fibre optic cable on Arvin Avenue immediately east of Gray's Road, to the eastern limits of the City of Hamilton, for a length of 30 metres, be approved, subject to the following conditions:

- i) The applicant enter into an Encroachment Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the Law Department;
- ii) The applicant pay a one time fee of \$220.40 for processing and registration and an annual fee of \$20.;
- iii) That the applicant be bonded with the Region of Hamilton-Wentworth and the City of Hamilton to make excavations on City Streets or Regional roads;
- iv) The Mayor and the City Clerk be authorized to sign and execute all necessary documents to execute this agreement;


E. M. Gill, P. Eng.

Cont'd

-Page 2-
February 19, 1993

**Encroachment Agreement
Unitel Communications Inc.**

Cont'd

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application to enter into an encroachment agreement with the City of Hamilton has been received from P. Finn, agent for Unitel Communications. Unitel has requested to install a fibre optic communications cable under Arvin Avenue in Hamilton, which will be connected to the City of Stoney Creek Post Office.

The applicant will connect to existing fibre cable located on an existing hydro pole on Arvin Avenue and bury a 3" PVC conduit at a depth of approximately 1.6 metres, for a length of approximately 30 metres, to the eastern limits of the City of Hamilton.

The Law Department will provide an Agreement under the Municipal Act Section 210 (Subsection 114) Chapter M.45. This section pertains to the regulation and franchise of underground wiring and/or conduit, and therefore eliminates the need for a by-law.

The applicant will supply all necessary cable for Canada Post and they have received permission to use the hydro pole on Arvin Avenue. Unitel is an active member of the CALL BUD System and any excavations on City Streets will be performed by contractors bonded by the City of Hamilton.

The City's policy is that if an existing building or a proposed non-building encroachment does not impede the function within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and have no objections.

JKC:

cc: D. Vyce, Property Department
cc: A. Ross, City Treasury

2(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 February 19
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

FEB 19 1993

CITY CLERKS


SUBJECT:

Encroachment Agreements (R-93-17)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd

-Page 2-
1993 February 17

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

 MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: March 9, 1993

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
55 Keith Street	Concrete steps measuring 3.0' x 1.2'	Millar, Alexander, Isaacs and Millar 100 King Street West Hamilton Ontario L8P 1A2	\$132/20.00	T103-50 (972)
73 Garfield Avenue S.	Stairs measuring 0.28 X 15.00' Retaining Walls measuring 0.63' X 6.00' and 0.74' X 6.00'	J. Wannop Wentworth Construction 361 Jackson Street West Hamilton, Ontario L8P 1N2	\$131/20.00	T103-50 (1038)

2(c)(iv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 19
S723-61 (P. Strong)

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: 1993 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

- a) i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in;

"WISEMOUNT ESTATES - PHASE 2", Hamilton

City's Share \$ 132,006.40 Subdivider's Share \$ 229,954.79

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Wisemount Estates - Phase 2", Hamilton.
- iii) That approval of the above noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- iv) That in the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement they should be allowed to do so at their own risk provided they enter into standard agreement with the City of Hamilton for pre-servicing.
- b) That the City's share for the cost of services in "Wisemount Estates - Phase 2, (\$ 132,006.40) be approved and the Finance and Administration Committee recommend the source of funding for this project.



E.M. Gill, P.Eng.

Cont'd...

February 19, 1993

1993 Servicing Expenditure Related to Subdivisions

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated costs of the City's share of services to be approved at this time for this development is \$ 132,006.40.

A portion of the City's share of costs (\$ 20,817.76) is associated with extra depth asphalt which is to be installed on Carson Drive and is non-recoverable in the future.

The remaining portion of the City's share (\$ 111,188.64) is associated with the above ground services being installed adjacent to property currently owned by the Board of Education for the City of Hamilton. This portion of the City's share is recoverable and can be collected through the existing agreement with the School Board to pay for services abutting their lands at the equivalent rate of the Local Improvement Charges. (see Schedule "A" for a breakdown in the City's share)

The estimate for the cost sharing between the City and the owner is in accordance with current City policy.

The Developer's share for the above ground services is attributed to the transfer of a reserve abutting their Subdivision. The City of Hamilton acquired land required to provide a sewer outlet for lands to the west of this development, which will be established as a Public Highway after the registration of Phase 2, see plan. The reserve is in excess in the 20 metre road allowance and is to be transferred to 822827 Ontario Inc. for inclusion in the lands of their Subdivision. One of the conditions of the transfer of the reserve is that the developer pay for the above ground services as if the land for future Carson Drive were included in the Plan of Subdivision for Phase 2.

cont'd...

February 19, 1993

1993 Servicing Expenditure Related to Subdivisions

Cont'd...

BACKGROUND:

At its meeting of September 27, 1983, City Council approved the draft plan of Wisemount Forest Survey subject to certain conditions. One condition is that the owner enter into a subdivision Agreement with the City. The owner, 822827 ONTARIO INC., now wishes to proceed with the development of "Wisemount Estates-Phase 2" and will be executing a Subdivision Agreement in the near future.

Wisemount Estates - Phase 2 will result in the creation of twenty (20) single family lots (see Schedule "A" attached). This development is located in the Lisgar Neighbourhood south of Landron Avenue, on the west side of Upper Kenilworth Avenue.

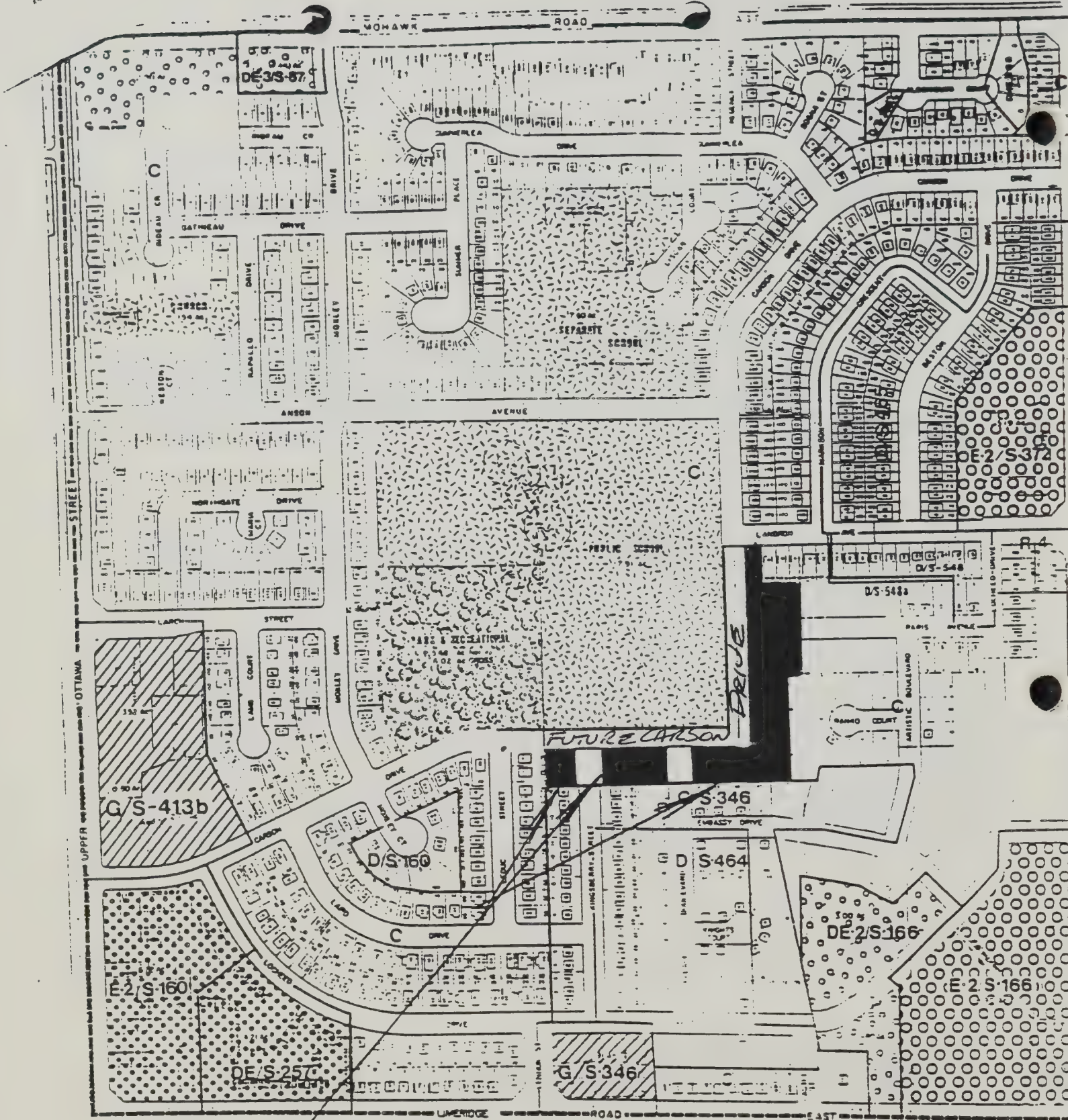
The Developer's share for the above ground services is attributed to the transfer of a reserve abutting their Subdivision. The City of Hamilton acquired land required to provide a sewer outlet for lands to the west of this development, which will be established as a Public Highway by By-law, after the registration of Phase 2, see plan. The reserve is in excess in the 20 metre road allowance and is to be transferred to 822827 Ontario Inc. for inclusion in the lands of their Subdivision. One of the conditions of the transfer of the reserve is that the developer pay for the above ground services as if the land for future Carson Drive were included in the Plan of Subdivision for Phase 2.

PS

cc: A. C. Ross, City Treasury Department

cc: M. Watson, Real Estate Division, City Property Department

cc: Councillor D. Ross, Chairman, Finance and Administration Committee

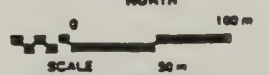


KEY PLAN FOR
 WISEMOUNT ESTATES
 PHASE 2, HAMILTON

CITY OF HAMILTON
 PLANNING DEPARTMENT

LISGAR

APPROVED PLAN



1993 SUBDIVISION EXPENDITURE SUMMARY

Page 1 of

CITY'S SHARE OF EXPENDITURES

Name Of:
SUBDIVISION
DEVELOPER
CONSULTANT
SURVEYOR

# OF LOTS AND LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
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WISEMOUNT ESTATES-
PHASE 2
822827 ONTARIO INC.
Urbex Engineering Ltd.
S. D. McLaren O.L.S.,
(Dept. File No. 5723-61)

Catch Basins &
Connections
Curbs & Sidewalks
Finished Roads
Dead End Barricade
Street Lighting

Item 4(b)
P & D
19-83

20 LOTS
Hamilton

\$ 6,928.69	\$ 0.00	\$ 6,928.69		
\$40,390.98	\$ 0.00	\$ 40,390.98		
\$58,618.97	\$ 20,817.76	\$ 79,436.73		
\$ 0.00	\$ 0.00	\$ 0.00		
\$ 5,250.00	\$ 0.00	\$ 5,250.00	\$229,954.79	\$361,961.19

TOTALS:

\$ 111,188.64	\$ 20,817.76	\$ 132,006.40	\$229,954.79	\$361,961.19
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- * OVERSIZING EXPENDITURES are Non-Recoverable
- * 0.30 METRE RESERVE EXPENDITURES are Fully Recoverable

SCHEDULE A

261(v)

CITY OF HAMILTON
- RECOMMENDATION -

RECEIVED

FEB 19 1993

CITY CLERKS

DATE: 1993 January 29
T108-01 C.W. Beitz

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

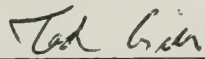
SUBJECT: 1993 Maintenance Costs for
Automatic Protection at Level Crossings (R-93-15)

RECOMMENDATION:

- a) That the Commissioner of Transportation/Environmental Services be authorized and directed to issue purchase orders, on behalf of the City of Hamilton, for maintenance costs for automatic protection at level crossings, as follows:

CN Rail - \$ 40,000
CP Rail - \$113,000

- b) That the expenditures be charged to Account No. CH57408-52010.



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations".

Cont'd...

-page 2-
1993 January 29

**1993 Maintenance Costs for
Automatic Protection at Level Crossings**

Cont'd...

BACKGROUND:

There are presently 40 railway crossings on City streets protected with either bells and lights, or bells, lights, and gates. This automatic protection must be maintained in accordance with standards set by Transport Canada in Ottawa. In addition, Transport Canada and the National Transportation Agency of Canada (NTA) have issued individual Board Orders for each crossing which specify the party responsible for performing the maintenance and the appropriate cost sharing.

The Railways are responsible for performing the required maintenance to all crossings with automatic protection. The City's share of these costs is generally 50% in accordance with the Board Orders.

The Preliminary 1993 Current Budget contains \$153,000 for the City's share of this work. Prior to any payment to either Railway, our staff reviews the individual invoices as they are submitted to verify the amounts and determine that the amount is in keeping with the cost sharing outlined in the Board Orders.

CWB
CWB/md

cc: A. Ross, City Treasurer
Att: M.B. Chandrashekar

26(Xvi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: February 11, 1993

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

- a) That the City lands be incorporated into the street noted in Schedule "A";

Harbottle Court	Part 2	Plan 62R-11994
MacNab Street	Parts 2&4	Plan 62R-9048
Jackson Street	Parts 1&3	Plan 62R-9048

- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd

Cont'd

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Harbottle Court	Part of Lot 25, Registered Plan 947, designated as Part 2, Plan 62R-11994	N/A	To complete the final width of Harbottle Court in that area and provide access from the lands on Plan 62R-12298 to the north to Har- bottle Court (as established by By-Law 92-131)	S610-01
MacNab Street	Part of Lots 50 and 69 on P.H. Hamilton Survey-Unregistered Plan designated as Part 2 Plan 62R-9048 and Part of Lot 50 on P.H. Hamilton Survey-Unregistered Plan designated as Part 4, Plan 62R-9048, on the block bounded by Charles Street (Now Closed), Main Street, MacNab Street and the Jackson Street in City of Hamilton, Regional Munici- pality of Hamilton-Wentworth	N/A	To complete the final width of MacNab Street be- tween Jackson Street and Main Street	S609-01

- page 3 -
February 11, 1993

Cont'd

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Jackson Street	Part of Lots 68 and 69 on P.H. Hamilton Survey-Unregistered Plan designated as Part 1, Plan 62R-9048 and Part of Lot 69 on P.H. Hamilton Survey -Unregistered Plan designated as Part 3, Plan 62R-9048 in the block bounded by Charles Street (Now Closed), Main Street MacNab Street and Jackson Street in the City of Hamilton, Regional Municipality of Hamilton-Wentworth	N/A	To complete the final width of Jackson Street at that location	S609-01

:cb
Encls.

cc/Mr. F. Angelici, Planning Department

CITY OF HAMILTON
- RECOMMENDATION -

2 (D)

DATE: 1993 February 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee


FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Option to Purchase -
Parts 14 and 15, Reference Plan 62R-12439
Lands Required for Road Allowance - Proposed Carson Drive
Offer to Purchase -
Parts 3, 4, 6, 7, 9 and 11, Reference Plan 62R-12439
Lands in Excess of Standard Road Allowance

RECOMMENDATION:

- a) That an Option to Purchase Agreement by the City, duly executed by 822827 Ontario Inc. (John A. Parente, Secretary), on January 18, 1993, and scheduled for closing on or before April 23, 1993, for the lands situated in the Regional Municipality of Hamilton-Wentworth, composed of part of Lot 3, Concession 6, being irregularly shaped parcels of vacant land, designated as Parts 14 and 15 on Reference Plan 62R-12439, and containing a total area of 0.0108 hectares (0.0266 acres) more or less, be approved and completed, and the purchase price of \$4 be charged to Account No. CH 5X323 00102 (Reserve for Property Purchases).
- b) That an Offer to Purchase Agreement on behalf of 822827 Ontario Inc., duly executed by John A. Parente, Secretary, on January 18, 1993, and scheduled for closing on or before April 23, 1993, for the lands situated in the Regional Municipality of Hamilton-Wentworth, composed of part of Lot 3, Concession 6, and designated as Parts 3, 4, 6, 7, 9 and 11 on Reference Plan 62R-12439, and containing a total area of 0.0100 hectares (0.024 acres) more or less, be approved and completed and the funds derived from this sale of \$4 be credited to Account No. CH 4X501 00107 (Reserve for City Share of Services Through Unsubdivided Lands).
- c) That it is understood and acknowledged that all Regional and City land and servicing costs (where applicable) associated with the proposed Carson Drive and a portion of Landron Avenue to facilitate the development of Wisemount Estates Phase 2, will be recovered prior to the registration of the final plan of subdivision in accordance with City and Regional Policy and the respective Agreements.

- d) That it is understood and agreed that should the developer fail to pay all costs for services and land associated with said development on or before January 15, 1995, the City shall have the option to repurchase said lands for \$2.
- e) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.



D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

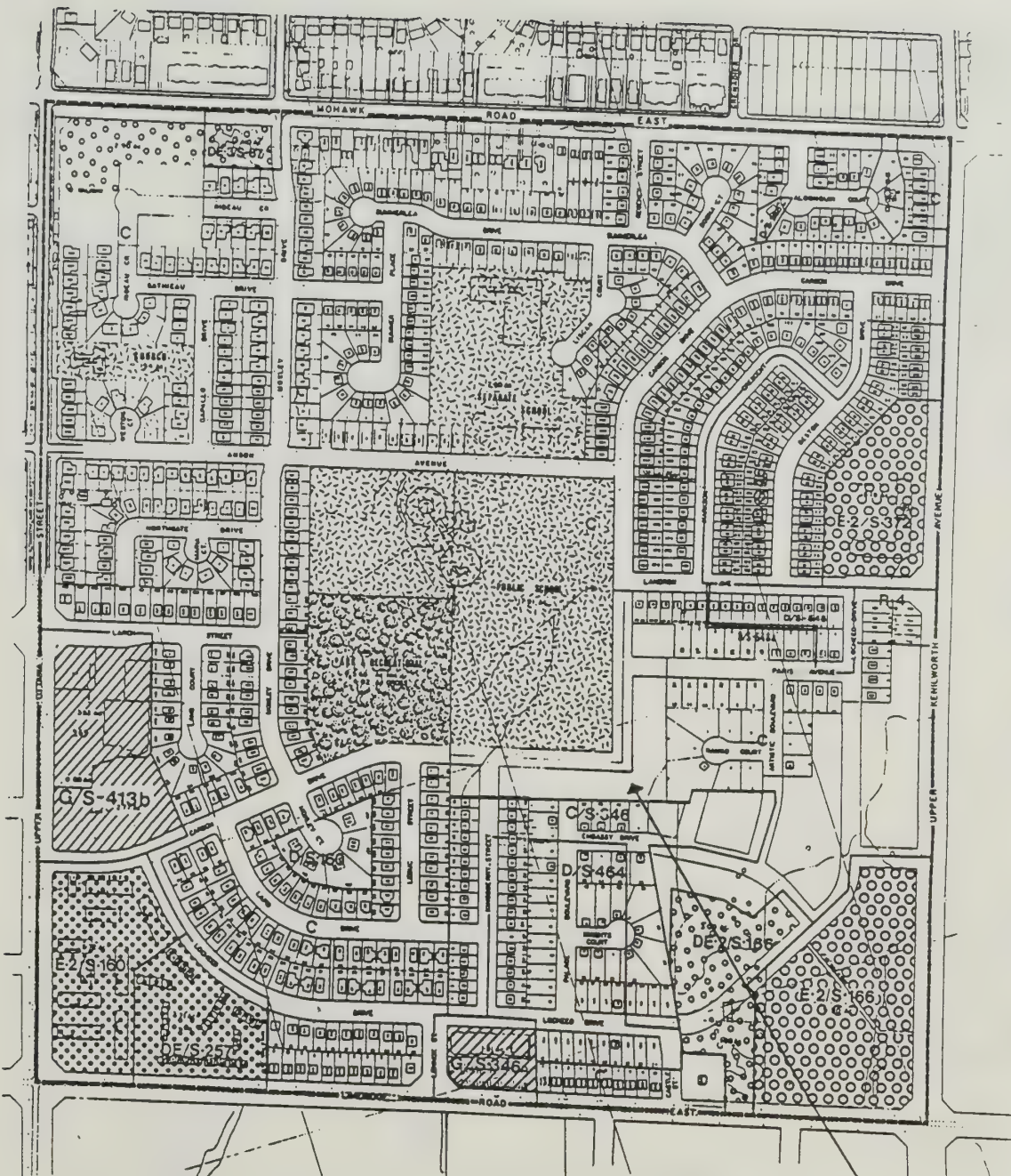
The City is acquiring Parts 14 and 15 to be incorporated into the road allowance of the proposed Carson Drive in accordance with the proposed Lisgar Neighbourhood Plan.

Simultaneously, the City of Hamilton is selling the subject parcels of land (Parts 3, 4, 6, 7, 9 and 11, Reference Plan 62R-12439) to the abutting developer, 822827 Ontario Inc., in order that these parcels, which are in excess of the standard road allowance, may be incorporated into the developer's plan of subdivision.

c.c. P. Noé Johnson, City Solicitor
Attention: D. Powers

C. Bandurka, Property Clerk, Surveys, Transportation Services Department

E. Chajka, Manager of Road Development, Transportation Services Department



SUBJECT PROPERTY

NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

LAND USE RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

EXISTING POPULATION (1988) 3521

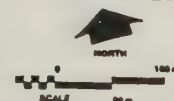
Neighbourhood Boundary
Zoning Boundary

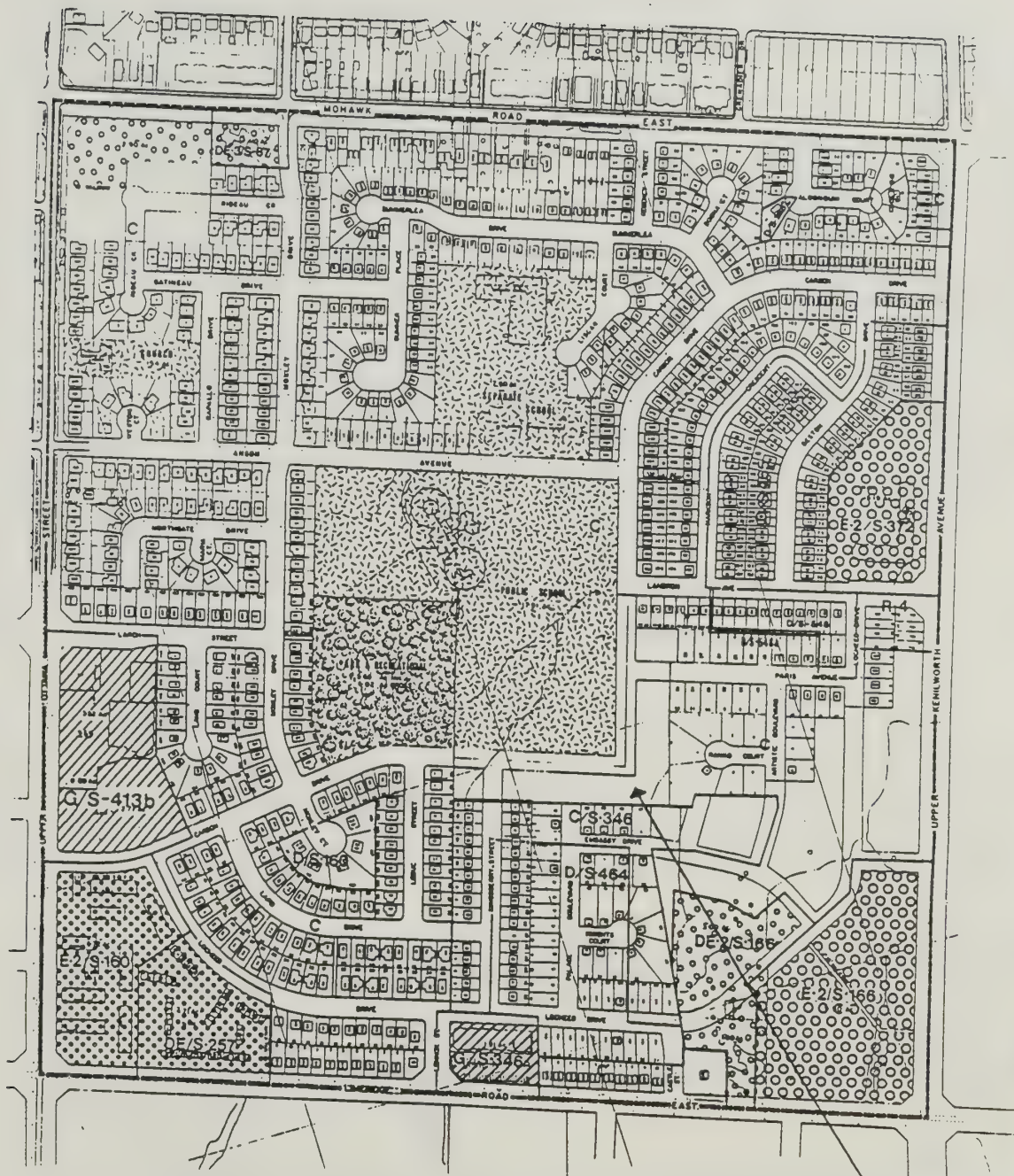
Approved
Planning Committee OCT. 12, 1987 Council NOV. 14, 1987
Latest Revision Date August 21, 1988

CITY OF HAMILTON
PLANNING DEPARTMENT

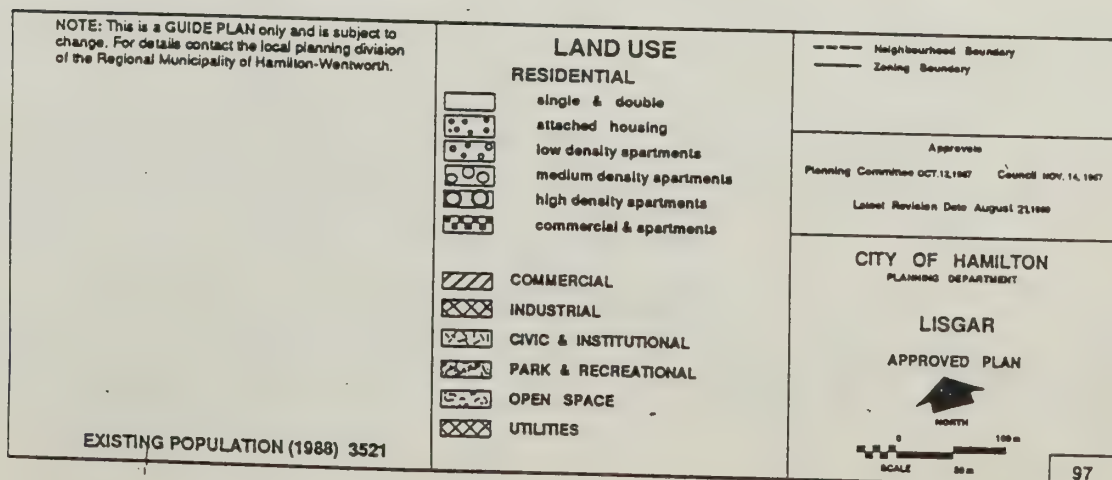
LISGAR

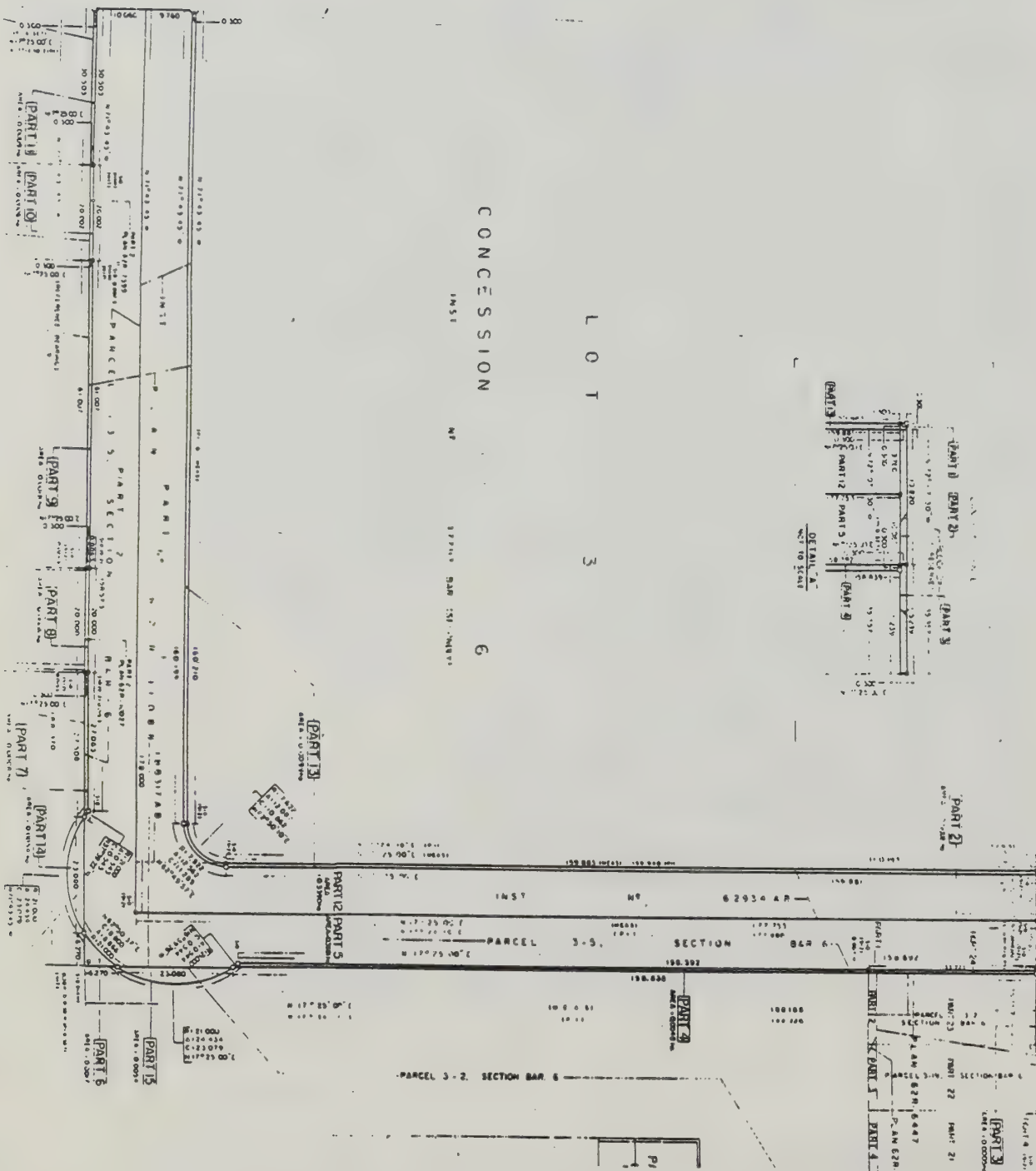
APPROVED PLAN





SUBJECT PROPERTY





SCHEDULE A'
PLAN 62R12439

PARTS 3,4,6,7,9,11

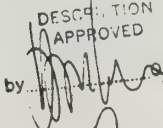
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OPTION TO PURCHASE

BETWEEN: 822827 ONTARIO INC.

Hereinafter called "the Owner"
OF THE FIRST PART:

Agro, Zaffiro, Parente, Orzel & Baker
Barristers and Solicitors
4th Floor, 1 James Street South
P.O. Box 2069, Station "A"
Hamilton, Ontario L8N 3G6
Attention: Mr. John Parente

ROADS OR EASEMENT
SURVEYS
DESCRIPTION
APPROVED
by  S.L.S.

In care of

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of TWO----- DOLLARS (\$2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 3, Concession 6, in the geographic Township of Barton, designated as Part 14 and Part 15, Reference Plan 62R-12439, being an irregularly shaped parcel of vacant land comprising a total area of 0.0108 hectares (0.0266 acres) to be incorporated as part of the proposed road allowance of Carson Drive.

Forming part of this Option to Purchase are Schedule(s) A attached hereto.

The purchase price of the said property shall be the sum of FOUR----- DOLLARS (\$4.00) of lawful money of Canada.

The sum of \$2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

The Option hereby granted shall be open for acceptance by the City up to, but not after, the 16th day of March 1993, and may be accepted by a letter mailed or delivered to the Solicitor at the above address. In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

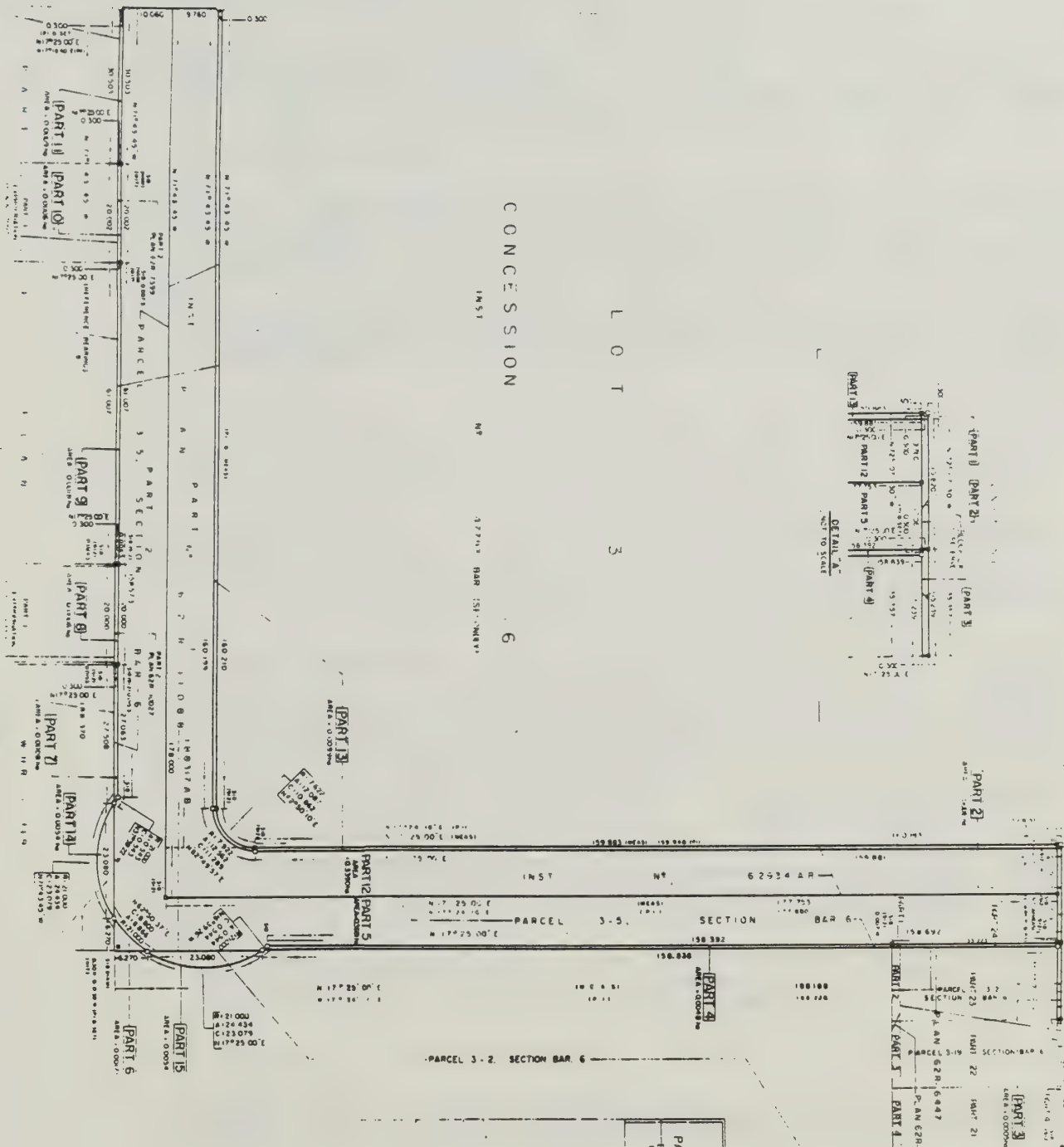
In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed 45 days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

The contract arising from the acceptance of this Option shall be completed on or before April 23, 1993 on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.

99



SCHEDULE A'

PLAN 62R12439

8/

OFFER TO PURCHASE

I/We

822827 ONTARIO INC.

of the City of Hamilton,

in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of Part of Lot 3, Concession 6, in the geographic Township of Barton, designated as Part 3, Reference Plan 62R-12439, being vacant land flanking the southerly limit of Landron Avenue and comprising a total area of 0.0005 hectares (53.817 square feet) more or less, together with Part of Lot 3, Concession 6, in the geographic Township of Barton, designated as Parts 4, 6, 7, 9 and 11 on Reference Plan 62R-12439, flanking the easterly and southerly limits of the proposed Carson Drive, and comprising a combined area of 0.0100 hectares (0.024 acres) more or less.

at the price of FOUR----- DOLLARS (\$4.00)
of lawful money of Canada, payable as follows:-

(a) A deposit of TWO----- DOLLARS (\$2.00)
by certified cheque payable to the Vendor.

(b) The balance of the purchase price namely TWO----- DOLLARS (\$2.00)
with interest as hereinafter provided, and subject to adjustments,
by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 16th day of March 1993, by a letter mailed or delivered to the Purchaser at c/o Agro, Zaffiro, Parente, Orzel & Baker, Barristers and Solicitors, 4th Floor, 1 James Street South, P.O. Box 2069, Station "A", Hamilton, Ontario, L8N 3G6 Attention: Mr. John Parente.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed on or before the 23rd day of April, 1993.
8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

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9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.
10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.
11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.
12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.
13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.
16. It is understood and acknowledged that all Regional and City land and servicing costs (where applicable) associated with the proposed Carson Drive and a portion of Landron Avenue to facilitate the development of Wisemount Estates Phase 2, will be recovered prior to the registration of the final plan of subdivision in accordance with City and Regional policy and the respective agreements.
17. It is understood and agreed that should the developer fail to pay all costs for services and land associated with said development on or before January 15, 1995, the City shall have the option to repurchase said lands for two dollars (\$2.00).

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Katun this 18th day of January 1993

822827 ONTARIO INC.

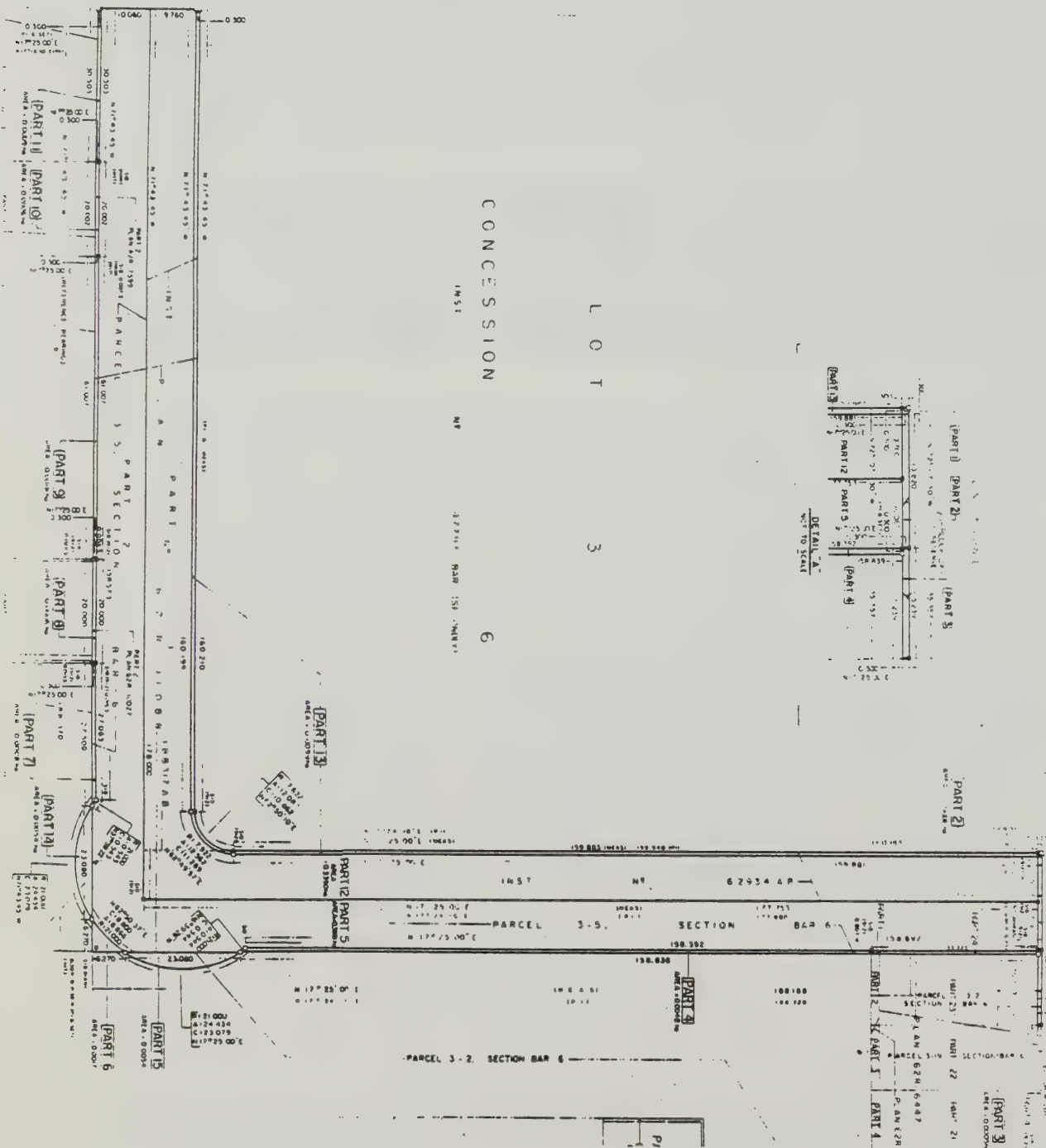
SIGNED, SEALED AND DELIVERED)

in the presence of)

) per J.P. See (Seal)
)
) _____ (Seal)
)
)
) _____ (Seal)

Name of Purchaser's Solicitor Mr. John Parente

Address of Purchaser's Solicitor c/o Agro, Zaffiro, Parente, Orzel & Baker
Barristers & Solicitors
4th Floor, 1 James Street South
P.O. Box 2069, Station "A"
Hamilton, Ontario L8N 3G6



SCHEDULE A'
PLAN 62R12439

✓

CITY OF HAMILTON

2(4)(1)

- RECOMMENDATION -

DATE: 1993 February 19

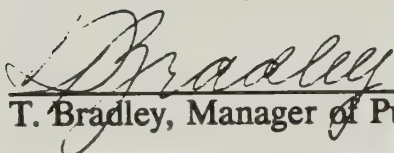
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: Supply and Delivery of Signal Heads, Traffic
Department

RECOMMENDATION:

That a purchase order be issued to Econolite Canada Inc., Scarborough, for the supply and delivery of Signal Heads as and when required during 1993 by the Traffic Department, being the lowest of four tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and be finance through Traffic Signal Materials Account No. CH56152 75999.


T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Tender Analysis of Adjustable Face, Polycarbonate Signal Heads

	<u>Traffic</u>	<u>5 Sec. Traffic</u>	<u>Pedestrian</u>
Econolite Canada Inc., Scarborough	\$165.00	\$272.00	\$153.00
Tacel Ltd., Toronto	169.00	279.60	161.00
Novax Industries, Burlington	194.00	422.00	153.00
Fortran Traffic Systems, Scarborough	187.97	405.37	240.00

Unit prices, all taxes extra. Estimated expenditure during 1993 \$60,000.

CITY OF HAMILTON

2(E)(ii)

- RECOMMENDATION -

DATE: 1993 February 22

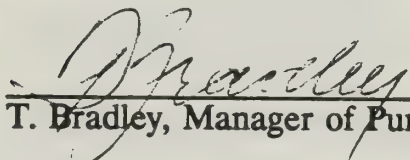
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: Slot Cutting of Asphalt and Concrete Roadways, Traffic
Department

RECOMMENDATION:

That a purchase order be issued to D & D Diamond Cutting & Coring Inc., Niagara Falls, for Slot Cutting of Asphalt and Concrete Roadways for the installation of Traffic Vehicle Detection Wire (Loops) as and when required during 1993 and 1994 by the Traffic Department, being the lowest of four quotations received in accordance with specifications issued by the Manager of Purchasing and Vendor's quotation, and be financed through Contractual Services Account No. CH56364 75999.


T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND: Tender Analysis, price per meter, GST extra

	<u>1993</u>	<u>50mm</u>	<u>75mm</u>	<u>100mm</u>
D & D Diamond Cutting, Niagara Falls		\$ 8.00	\$ 8.50	\$ 9.00
Kennaway Contracting Inc., Hamilton		12.00	14.00	16.00
Cardeen Construction, Stoney Creek		13.25	13.50	13.75
John Sagodi, Ancaster		24.00	25.50	27.00
	<u>1994</u>	<u>50mm</u>	<u>75mm</u>	<u>100mm</u>
D & D Diamond Cutting, Niagara Falls		\$ 8.50	\$ 9.00	\$ 9.50
Kennaway Contracting Inc., Hamilton		12.60	14.70	16.80
Cardeen Construction, Stoney Creek		14.55	14.80	15.05
John Sagodi, Ancaster		25.50	27.00	28.50

Estimated expenditure during 1993 \$80,000

2 (EXiii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 February 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: Removal of Pavement Markings, Traffic Department

RECOMMENDATION:

That a purchase order be issued to A & A Restoration's, Hamilton, for Removal of Pavement Markings using Sandblasting Equipment as and when required during 1993 and 1994 by the Traffic Department, being the lowest of four quotations received in accordance with specifications issued by the Manager of Purchasing and Vendor's quotation, and be financed through Contractual Services Account No. CH56364 75999.



T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Tender Analysis, price per square meter, GST extra

	<u>1993</u>	<u>1994</u>
A & A Restoration's Hamilton	\$14.00	\$14.80
Empery Road Services, Hamilton	34.25	34.75
Atlas Specialized Coatings & Sandblast, Cayuga	36.00	37.00
Kennaway Contracting Inc., Hamilton	60.00	63.00

Estimated expenditure during 1993 \$80,000

CITY OF HAMILTON
- RECOMMENDATION -

2(F)

DATE: 1993 February 23

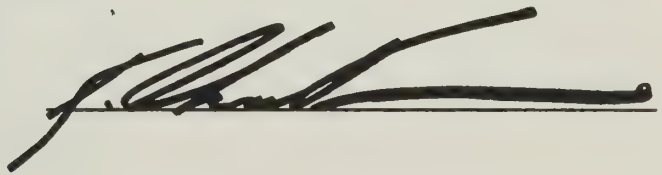
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

A handwritten signature in dark ink, appearing to be 'J. Christenson', written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

**INFORMATION
REPORTS**

**TRANSPORTATION AND ENVIRONMENT
COMMITTEE**

Date	From	Subject	Date Distributed
1993 February 19	P. J. Halliday Senior Director Environmental Services Department	Establishment of a PCB Storage Facility by the Hamilton-Wentworth Roman Catholic Separate School Board	1993 February 24
1993 February 9	Murray F. Main Director of Traffic Services	Activities in the Parking Control Section of the Traffic Department (TEC-16-93)	1993 February 24
1993 February 10	Ted Gill Senior Director of Roads	PaRCIL Project 1992 Annual Report (RDS 93-85)	1993 February 24
	Jim Hindson, Senior Director Information Systems		
	Jim Thoms Commissioner of Planning and Development Department		
1993 February 15	Doug Lobo Director of Public Works	1993 Tree Stake Removal Programme	1993 February 24

Kevin C. Christenson, Secretary
1993 February 24

CITY OF HAMILTON

-RECOMMENDATION-

3.

DATE: 1993 February 19
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED

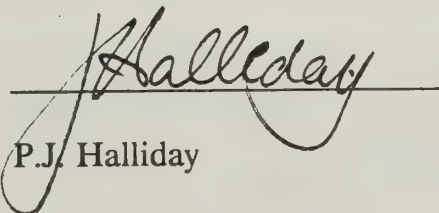
FROM: P.J. Halliday, Senior Director
Environmental Services Department

FEB 19 1993

SUBJECT: Hotz Environmental Services' Application to amend their
Certificate of Approval for a Waste Disposal Site (Processing)
File No. A100146

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Hotz Environmental Services receiving an amendment to their existing Provisional Certificate of Approval number A100146 for a Waste Disposal Site (Processing) located at 239 Lottridge Street, Hamilton; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOE, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;
- b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of amendments to the existing Provisional Certificate of Approval.
- c) That the MOE be requested to forward a copy of the amended Provisional Certificate of Approval to the City of Hamilton and the Regional Municipality of Hamilton-Wentworth upon its completion.


P.J. Halliday

Cont'd...

1993 February 19

Hotz Environmental Services' Application to amend their Certificate of Approval for a Waste Disposal Site (Processing) File No. A100146

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment has received a request from Hotz Environmental Services to amend their existing Provisional Certificate of Approval number A100146 for a Waste Disposal Site (Processing) located at 239 Lottridge Street, Hamilton.

Hotz's current Provisional Certificate of Approval allows for the operation of a collection, bulking and transfer facility for hazardous waste materials generated from household hazardous waste (HHW) depots. Hotz currently operates the Region's HHW depot as well as contracts with other municipalities in southern Ontario for their HHW days.

Hypodermic syringes have become a very common item to show up at many HHW depots and many municipalities have begun to collect them in their HHW programs. Although the Region's HHW program does not currently accept hypodermic syringes other municipalities are looking to include this service and have therefore requested Hotz to obtain the necessary approvals.

Hotz has requested approval to expand their acceptable waste classes to allow the collection and handling of biomedical waste, waste class 312, limited to syringes. Hotz is legally unable to accept syringes under their current Certificate and has had to deny disposal privileges to residents bringing this material to their HHW depots.

Hotz proposes to collect syringes in standard puncture-resistant containers provided by MOE licensed biomedical waste disposal companies. The containers will be temporarily refrigerated and regularly removed by licensed receivers for safe destruction. Records will be kept in similar fashion as would normally apply to other hazardous wastes.

The refrigeration unit will be located in the warehouse storage area which has been approved for the storage and handling of wastes. Other than having the refrigeration unit locked at all times there will be no other significant design alterations required in order to facilitate the handling of syringes.

Cont'd..

1992 February 19

Hotz Environmental Services' Application to amend their Certificate of Approval for a Waste Disposal Site (Processing) File No. A100146

BACKGROUND:(Cont'd)

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by Hotz Environmental Services and prepare a report on any comments or concerns they might have on the proposed facility.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Noise Control, Building Department, Fire Department and Regional Planning are appended to this report. The responses unanimously support the proposal as it complies to the Hamilton Official Plan, Hamilton-Wentworth Plan and all relevant City and Regional By-laws.

It is generally recognized that there is a need for this additional service at hazardous waste depots. Eliminating hypodermic syringes from the waste stream through the HHW waste depots will prevent unnecessary injury to City and contracted waste management staff and promote the safe disposal of these materials.

The Region's Waste Management Division has reviewed this proposal with respect to the impact it might have on the Regional landfill site or impact on the sewage treatment plant. It was determined that the proposal does not impact on the above mentioned systems and will favour the Region in the future if the Region decided to expand its HHW program to include hypodermic syringes.

CR

67 Attach

cc. L. Sohal, Secretary, Reg. H-W, ESC

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Peter Dunn
Manager Waste Management
Environmental Services Department

YOUR FILE:

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: Hotz Environmental Services
Application to amend their Certificate
of Approval for a Waste Disposal Site (Processing)
File No. A100146

DATE: 1993 February 17

In reply to your memo dated 1993 February 12, it is our understanding that the subject application will not increase the volume or size of trucks entering and exiting this property. Therefore, the Traffic Department has no comment respecting this application.

MH/jd

Murray F. Main

MEMORANDUM

ENVIRONMENTAL SERVICES

FEB 17 1993

FILE:

Director

Finance & Admin.

COMMENTS:

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

ENVIRONMENTAL SERVICES	
FEB 17 1993	
FILE: Director	COMMENTS:
YOUR FILE: E308-01	
OUR FILE: COM-MOE	
DATE: February 16, 1993	

TO: Peter Dunn
Manager, Waste Management
Environmental Services Dept.
Victor Abraham
FROM: Victor Abraham
Director of Local Planning
SUBJECT: 239 Lottridge Street -
Application for an Amendment to
Certificate of Approval A100146

YOUR FILE: E308-01
OUR FILE: COM-MOE
DATE: February 16, 1993

This memorandum is in response to your memorandum dated February 12, 1993.

The subject lands are situated in Stipeley Neighbourhood. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed amendment to the Certificate of Approval involves expanding the waste classes to allow the collection and handling of biomedical waste, limited to syringes. The proposal does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Exance at 546-4158.

KE/

c.c. A.L. Georgieff, Regional Planning Branch

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

TO:	Mr. Peter Dunn Manager Waste Management Environmental Services Department	YOUR FILE: <u>via fax</u>	E308-01 this date
FROM:	Mr. F. Westaway Noise Control Officer Public Works Department	OUR FILE: PHONE:	523-5670
SUBJECT:	Hotz Environmental Services Application to amend their Certificate of Approval for a Waste Disposal Site (Processing) File No. A100146		DATE: 1993 February 16

Please be informed that we are in receipt of the proposed amendment to the Certificate of Approval submitted by Hotz Environmental Services and that the City of Hamilton Noise Control Office has no concerns with respect to noise and this application.

Should you wish further information please contact me at 523-5670.

Frank Westaway
Chief Noise Control Officer

FW/jt

ENVIRONMENTAL SERVICES

MEMORANDUM

TO: MR. C. Rodgerson
Landfill Ban Coordinator
Regional Engineering Department

YOUR FILE:

FROM: E. Goodger
Supervisor, Industrial Waste
Department of Environmental Services

OUR FILE:

PHONE: 546-2671

SUBJECT: Hotz Environmental Services
Application to amend their
Certificate of Approval for a Waste Disposal Site (Processing)
File No. A100146

DATE: 1993 February 16

This application is acceptable from a sewer use standpoint inasmuch as the inclusion of this additional waste class does not in itself create any impact on the sewer system.

WP/DR

4.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Levels of Various Parking Violation Fines [TEC-24(a)-93]

RECOMMENDATION:

a) That, subject to the Regional Council enacting a corresponding By-law change for violations on Regional roads, the following parking violation fines be increased effective 1993 July 01;

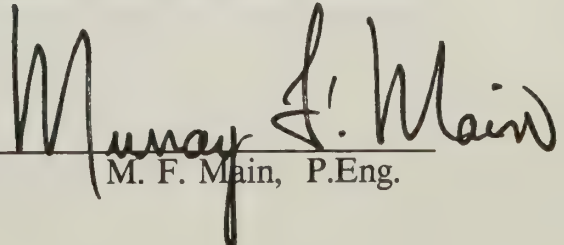
- overtime parking in time limit areas from \$6.00 to \$10:00
- overtime parking at meters from \$6.00 to \$8.00

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Increasing the above parking violation fines will increase revenue to the City in the order of \$300,000 per year. This figure includes returns in revenue anticipated from the Courts, which was not included in the previous report.

Under Part II of the Provincial Offences Act, motorists receiving Parking Infraction Notices (tags) will be permitted to pay the above voluntary payments as specified by the Municipal Traffic By-law within 7 days. However, the motorist has an option of an extended period of up to 15 days and paying a set fine penalty out of Court which is determined by the Chief Judge of Ontario. The set fine amount is usually 50% higher than the early payment amount.



M. F. Main, P.Eng.

BACKGROUND:

Attached for the Committee's information is a copy of report TEC-24-93 which recommends that the parking violation fines for overtime parking at meters and in time limit areas be increased from \$6.00 to \$10.00 effective 1993 July 1. The Committee on 1993 February 1, referred back this report for discussion/input from the Hamilton Business Improvement Areas.

A meeting was held at the City Hall on 1993 February 18 and representatives of all seven of the BIAs were invited to attend. Representatives of the Concession Street, Barton Street, Ottawa Street, Downtown Hamilton and International Village BIAs were in attendance. There were no representatives from the Westdale Village or Main Street Esplanade BIAs in attendance.

Staff briefly explained the rationale for recommending an increase in the parking fines from \$6.00 to \$10.00 for overtime parking at meters and in time limit areas. The BIA representatives understood the rationale for recommending an increase in parking fines, but expressed concern regarding the amount of the increase (\$4.00).

After considerable discussion, the representatives of the BIAs in attendance voted and agreed on the following:

- that the BIAs have no objection to increasing the fine for overtime parking in time limit areas from \$6.00 to \$10.00
- that the parking violation fine for overtime parking at meters be increased from \$6.00 to \$8.00 effective 1993 July 1, and by an additional \$2.00 in 1995.

It was also agreed that Traffic Department staff would continue to work with the BIAs on specific parking problems as they arise.

From an administrative point of view it would be preferable to have the fine levels for meters and time limits identical. However, it is concluded that the proposal by the BIAs is a reasonable compromise, and therefore, the Traffic Department concurs.

MH/jd

Feb 01/93 - returned back to business - report to Council

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 January 26

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

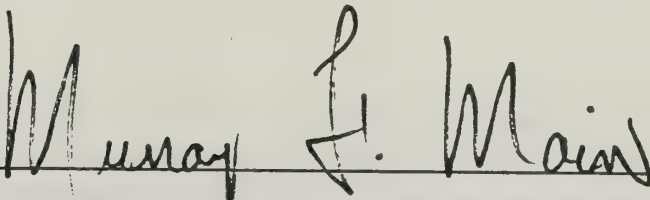
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Levels of Various Parking Violation Fines. [TEC-24-93]

RECOMMENDATIONS:

- a) That, subject to the Regional Council enacting a corresponding change for violations on Regional roads, the parking violation fines for overtime parking at meters and in time limit areas be increased from \$6.00 to \$10.00 effective 1993 July 1st; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Increasing the above parking violation fines will increase revenue to the City in the order of \$240,000.00 per year.

Under Part II of the Provincial Offences Act, motorists receiving Parking Infraction Notices (tags) will be permitted to pay the above voluntary payments as specified by the Municipal Traffic By-law within 7 days. However, the motorist has an option of an extended period of up to 15 days and paying a set fine penalty out of Court which is determined by the Chief Judge of Ontario. The set fine amount is usually 50 % higher than the early payment amount.

BACKGROUND:

BACKGROUND:

The Transport and Environment Committee, on 1993 January 4, approved increases in various 1993 User Fees for the Traffic Department including an increase in parking meter/time limit parking fines from \$6.00 to \$10.00. However, the City Council, on 1993 January 12, referred these recommended increases back to the Committee for further review.

1. Overtime parking in time limit areas

Parking time limits are generally implemented on local residential streets to discourage long-term non-resident parking and to encourage those motorists to park in off-street parking facilities where they are available. The present fine level of \$6.00 is inadequate to act as a deterrent to violaters since it is less expensive to receive three to five parking infraction notices per week, in some cases, than to pay the existing parking rate in certain areas (ie. Mohawk College \$4.00 per day; McMaster University \$8.00 per day; Henderson Hospital \$6.50 per day.)

As shown on the attached graph, "A", a survey of 14 other major Canadian Municipalities has revealed that Hamilton is the lowest of the 15 Municipalities for overtime parking in time limit areas and Edmonton is the highest at \$50.00. The survey average is \$18.50 for overtime parking in time limit areas. Therefore, it is recommended that in order to bring this violation into line with other Municipalities, and to increase the effectiveness of enforcement the penalty be raised from \$6.00 to \$10.00. The \$10.00 penalty would be identical to the penalty in Brampton, Mississauga, Regina, Waterloo and Winnipeg.

2. Parking Meter Violations

The primary function of the parking meter is to create a parking turnover so that the parking spaces are available for shoppers. If the fine level is not high enough, motorists including employees and store owners, park for longer periods of time and risk receiving a parking tag, thereby defeating the purpose of the parking meter.

As can be seen on the attached graph "B" the survey has revealed that the \$6.00 fine for parking meter violations in Hamilton is 12th out of 15 and Montreal is the highest at \$35.00. The parking meter violation fine average is \$11.50. Therefore, in order to bring this violation into line with other Municipalities, and to increase the effectiveness of the meter in providing a turnover of customers, the Traffic Department recommends that the current By-law penalty for overtime parking at meters be raised from \$6.00 to \$10.00 and this fine would be identical to that in London, Metro Toronto, Mississauga, Waterloo and Winnipeg.

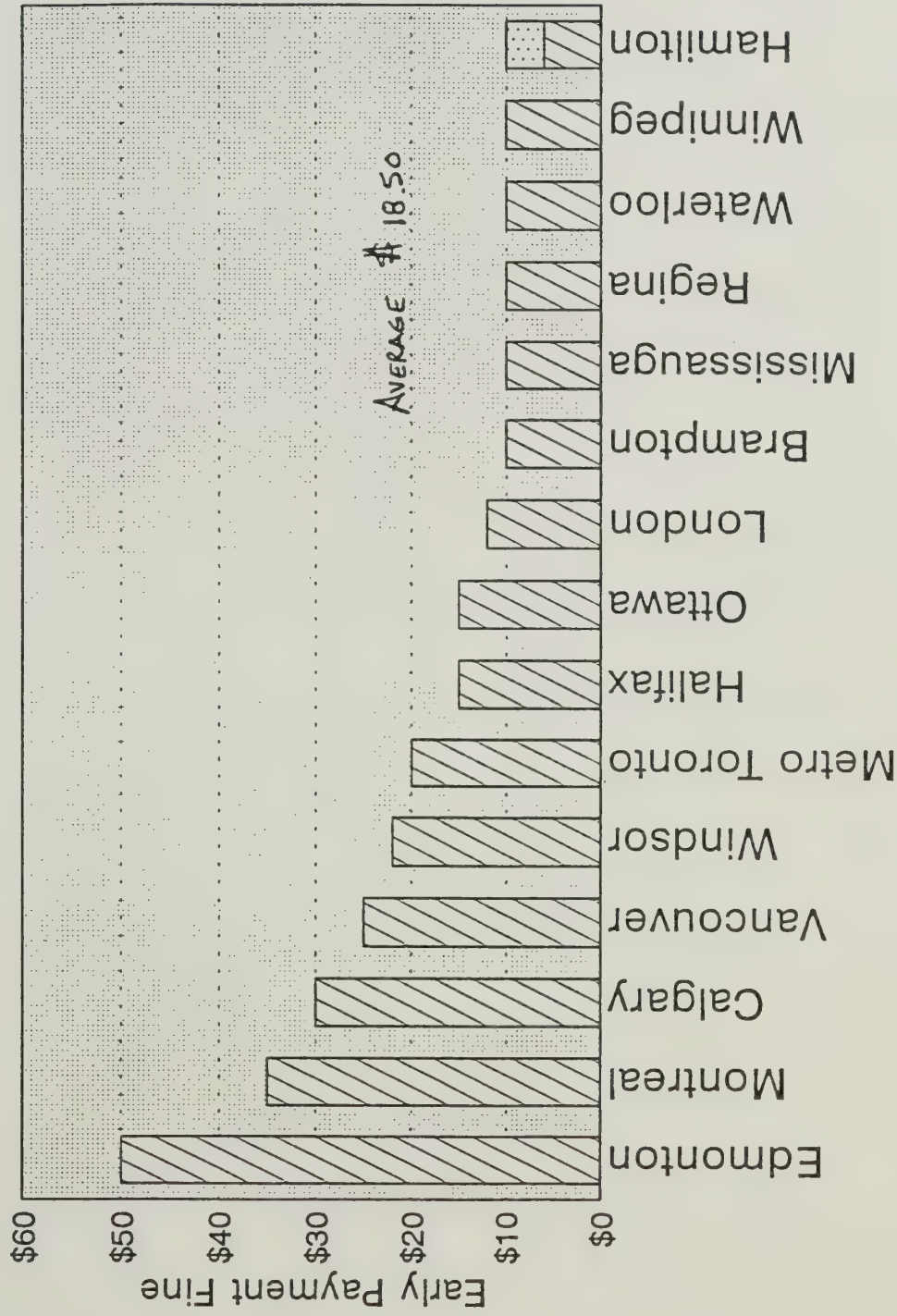
It is most desirable that both the meter and time limit fines be at the same level in order to avoid a major change to the Parking Infraction Notice forms, and to retain the same level for all "overtime" infractions. It is also preferable to increase the fine level in relatively large steps but at infrequent intervals, because of the extensive By-law amendments and

approvals required each time this is done. The fines for both of these violations were last increased on 1984 July 01 from \$5.00 to \$6.00.

MH/ca

Attach.

Overtime Parking Fines - Time Limit

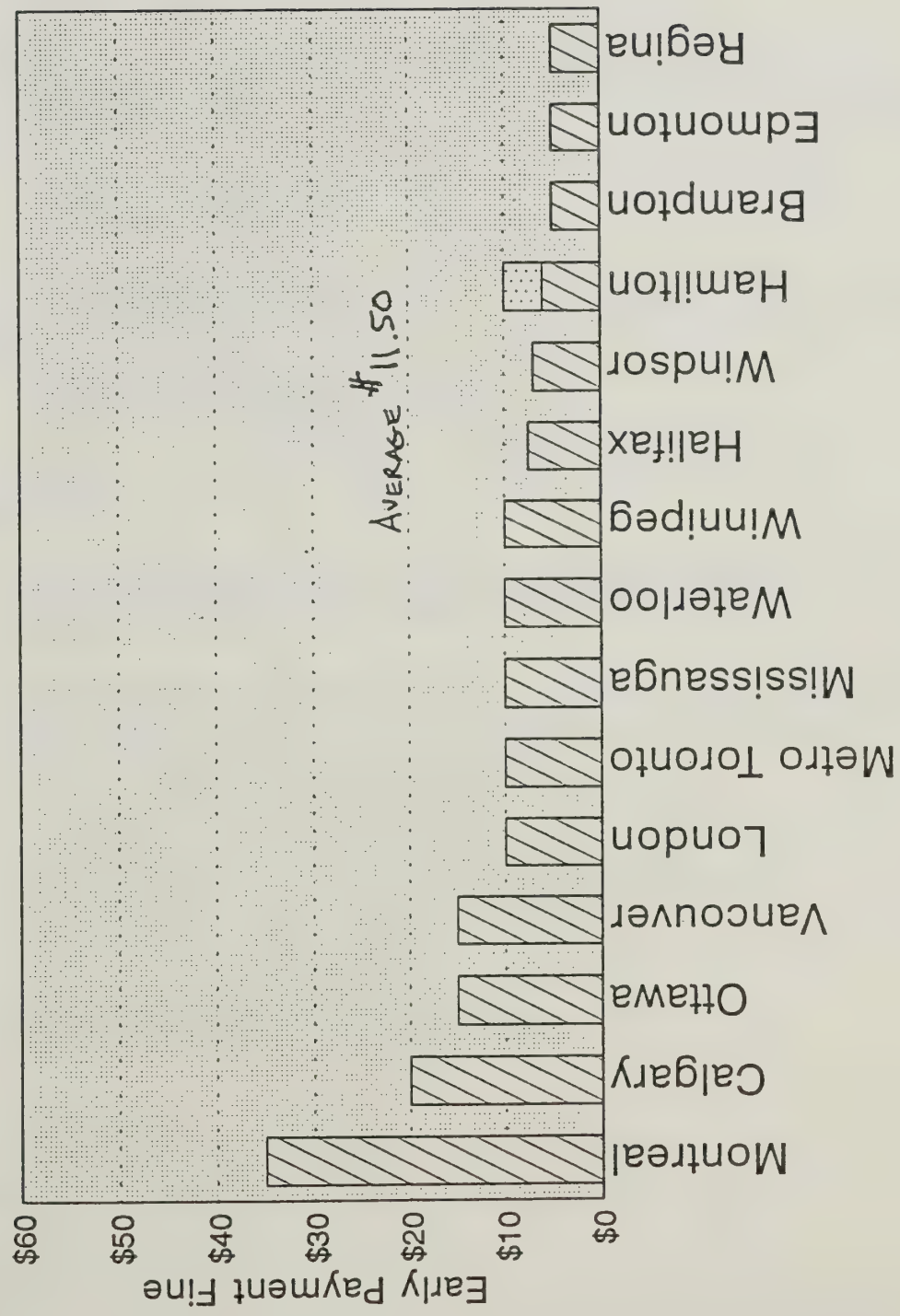


Major City

"A"

"B"

Overtime Parking Fines - Metered Parking



Major City

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 24
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee
FROM: Joe Pavelka, P. Eng.
Chief Administrative Officer
SUBJECT: Merging Fleet Services Functions

RECEIVED

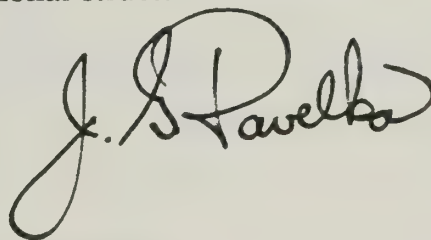
FEB 24 1993

CITY CLERKS

RECOMMENDATION:

That the City Garage function presently in the Treasury Department be merged with the Fleet Services Division in the Public Works Department.

That the Chief Administrative Officer and the Director of Public Works report back to the Transport and Environment Committee and the Finance and Administration Committee with a recommendation on the organizational structure.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Fleet Services

Over the past 6 years the City has restructured and significantly upgraded the sophistication and quality of its expertise in the Fleet Services Division of Public Works. As well the Division has made a concentrated effort on improving the quality of equipment and vehicles simultaneously endeavouring to reduce the number of pieces of equipment.

Transport and Environment Committee
1993 February 24

On Wednesday, February 10, 1993 the vacant position of Manager of Fleet Services was filled by promoting the Superintendent of Operations. It is managements' intention to leave the Superintendent of Operations position vacant to determine how feasible it is to operate with the position vacant. Co-ordination of supervision with the City Garage operation is a key contributor to this decision.

To the credit of the Superintendent of Operations, who was promoted to the Manager of Fleet Services position, Mr. Guthro is an "in-house" employee who grew up through the ranks starting from a junior position and promoted through mechanic's positions through Foremen's positions to the Superintendent of Operations position and now to the Manager of Fleet Services position. Recently Mr. Guthro successfully completed the Diploma in Public Administration Course at the University of Western Ontario. Over the last 5 years, Mr. Guthro has also successfully completed a degree course at McMaster University in Management. I will add that the City's Senior Managers in Public Works have continually promoted and supported Mr. Guthro's career development.

City Garage

As with Fleet Services, changes such as the updating of the quality of the fleet have occurred in the City's garage operation over the past few years. Recently, Committee and Council have maintained the Chauffeurs for the Mayor and the cars, however the Mayor has chosen to utilize his private car to conduct City business. Accordingly, the incumbents carrying out the Chauffeurs' responsibilities are not being fully utilized for their regular driving and garage duties. One has therefore been temporarily assigned other additional duties.

Consolidation

Over the past few years, Fleet Services has increased the amount of work done for the City Garage. The present percentage of work done in-house as compared to contracting out is approximately 70% in-house versus 30% contracted out. This gradual increase has resulted from cost and quality comparisons of in-house versus contractors. Past audits of Fleet Services has shown the optimum percentage ratios to be 85% in-house versus 15% contracted out, this could be reached through amalgamation.

Staff believe that consolidating the City Garage into the Fleet Services division can achieve a number of important benefits:

Transport and Environment Committee
1993 February 24

As previously noted, there is greater scope for reorganization/consolidation at the Supervisory level. Some immediate savings can be achieved in that regard through the interim decision to leave the Superintendent's position vacant. It is felt that the Supervisor of the City Garage with his knowledge and supervisory experience could contribute positively to the Fleet Services operation particularly in the absence of a Superintendent of Operations.

Consolidation allows activities to be redistributed between the Garage and Fleet facilities, to locate staff in the facility that best suits their activity and to reduce shuttling of cars, etc., between facilities.

The co-ordination of the acquisition/disposal function for vehicles which has been taking place for many years can be further refined and improved. Such co-ordination can also be enhanced for vehicle usage as well.

A combined function offers greater scope for effective utilization of all employees, in circumstances such as the present adjustments to the chauffeurs' duties.

Overall, consolidation of the city Garage function with Fleet Services offers greater organizational flexibility and should result in improved efficiency, effectiveness and cost savings in the future.

Attached are the Organization Charts for the Fleet Services Division of Public Works and for the City Garage operation.

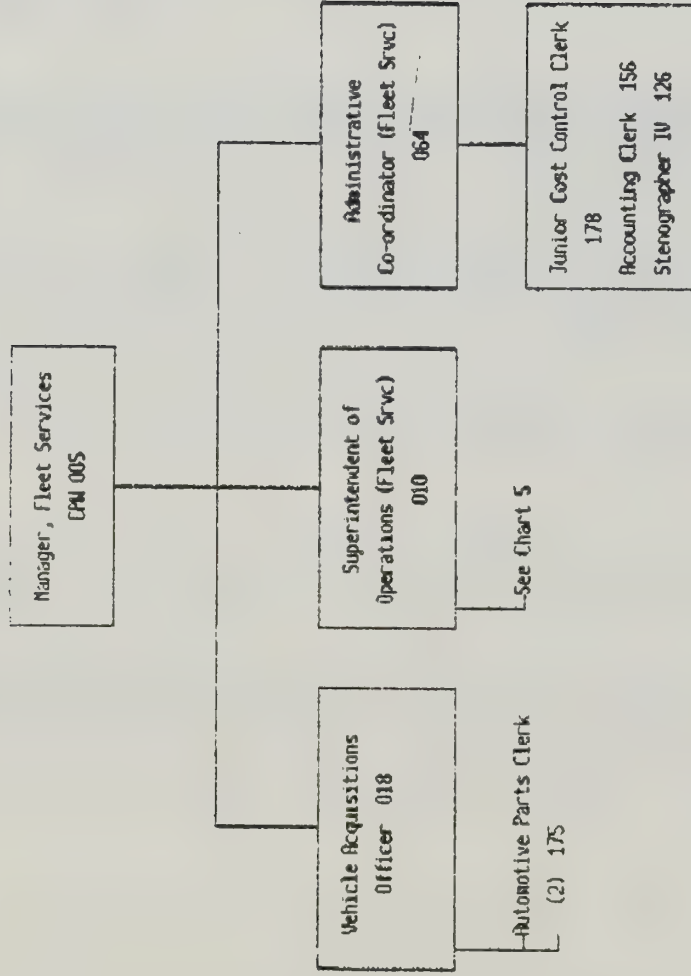
Attach.

c.c. Mr. D. Lobo, Director of Public Works
Mr. Allan C. Ross, Treasurer
Mr. C. Guthro, Manager of Fleet Services
Mr. G. Dibacco, Supervisory, City Garage
Finance and Administration Committee

DEPARTMENT OF PUBLIC WORKS

Original Retained in
Human Resources Centre

Chart 4 of 11



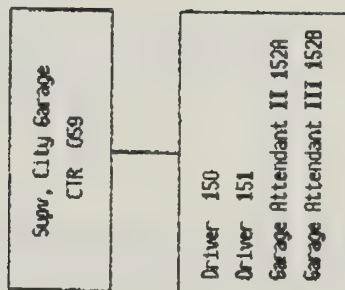
Signature _____ Date _____

April 20, 1992

TREASURY DEPARTMENT

Original Retained in
Human Resources Centre

Chart 7 of 7



Signature _____ Date _____

July 15, 1992

6.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 February 24

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

Mr. J. G. Pavelka, P.Eng.
Chief Administrative Officer

SUBJECT: Downsizing Sanitation Crews
From Three Men to Two Men

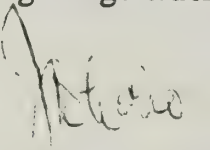
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FEB 24 1993

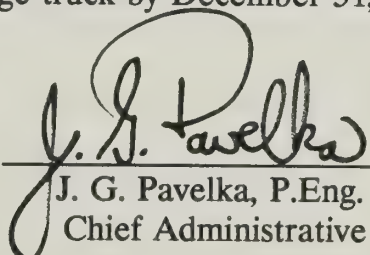
CITY CLERKS

RECOMMENDATION:

That the Chief Administrative Officer, the Director of Public Works and the Commissioner of Human Resources collaboratively work with Local 1041 and Local 5 to reduce the labour force in the Sanitation Division of Public Works by replacing the existing 3 man crew per garbage truck to a 2-man crew per garbage truck by December 31, 1993.



D. Lobo
Director of Public Works



J. G. Pavelka, P.Eng.
Chief Administrative Officer

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The staff reduction in compliment of approximately 24 positions would save approximately \$1,072,272 per year in labour costs.

Every endeavour will be made to ensure that no staff will be laid off in response to this initiative. Positions will be eliminated either through normal attrition or relocation of employees to other positions in the organization.

The reduction in labour costs will be offset because with the creation of a new job description where the responsibilities for both driving and operating will be combined with the responsibility for labouring, there will be an increase in the hourly rate. Once this rate is negotiated with Local 5, an additional report to the Transport and Environment Committee will be prepared to show the net saving to the Corporation.

BACKGROUND:

Presently, approximately 24 trucks with a three man crew: a driver and two labourers, daily go out to pick up the residential garbage from the curbside.

Contingent on the volume of garbage at any one location, it is not unusual for the driver to get out of the cab and assist the two labourers throwing garbage into the rear end hopper.

Labour Costs

Annual 3-man crews	\$131,983
Annual 2-man crews	<u>\$ 87,305</u>
Annual Savings	\$ 44,678

Annual gross savings based on 24 units \$1,072,272

Change In Job Description & Responsibilities

Presently only the driver requires a Class D-Z Licence to drive and operate the garbage truck. Although the driver can get out of the cab at his discretion and throw garbage, he is not required to do so.

Alternatively, the two labourers are remunerated to throw garbage and are not required to drive or operate the garbage packer. In fact the labourer's position does not require the D-Z licence required by the operator to drive and operate the garbage compactor.

For a 2 man crew to work efficiently, it will be necessary for both men to drive and operate the truck and to throw garbage. By having their responsibilities completely interchangeable, the men can manage their responsibilities to minimize their fatigue when throwing garbage.

In accordance with the Collective Bargaining Agreement a new position with these responsibilities would command a higher rate than either the truck driver rate or the labourer's rate and the differential between the new rates and the old rates would reduce the savings to the Corporation.

JGP/DL:jh

c.c. J. Johnston, Commissioner of Human Resources
c.c. O. Meloche, President, C.U.P.E. Local 1041
c.c. S. Gratton, President, C.U.P.E. Local 5

The Corporation of the Township of G

P.O. Box 120
Gore Bay, Ontario P0P 1H0
Telephone (705) 282-2702

7.

November 24, 1992

✓ To Clerk
for comm.

Your Worship:

Council of the Township of Gordon passed resolution #92-141 at their regular meeting of November 3, 1992. This resolution requests the Ministry of Environment promote refundable cans and bottles by the beverage industry.

Your council's consideration of this resolution would be appreciated. If your municipality passes a resolution in support, we would appreciate receiving a copy.

Yours very truly

THE CORPORATION OF THE TOWNSHIP OF GORDON

D. Field

Dorothy Field
Clerk-Treasurer

/df

OFFICE OF THE CITY CLERK	
FEB 03 1993	
REC. BY	DATE
REF'D. TO	DATE
REF'D. TO	DATE
REF'D. TO	DATE
ACTION: _____	

Resolution #92- 141 . . over

Resolution No. 92-141

Moved by Vic Badenhorst
Seconded by Cam Clark

WHEREAS the countryside is littered with pop cans and if pop cans had a deposit to be repaid on their return, as is now practiced by the beer industry, this would not be the case;

AND WHEREAS pop cans add a large volume and cost to all municipal waste management site facilities including landfill sites and recycling depots

AND WHEREAS the manufacturer ship their beverage to the retail outlets via trucks which on their return trip are empty instead of being used to transport empty pop cans for recycling;

AND WHEREAS for years many of the provinces of Canada, and states of the United States, have a deposit return on pop cans. Why can't we do the same here in the Province of Ontario;

NOW THEREFORE the Council of the Township of Gordon recommends to the Minister of Environment, the Honourable Ruth Greer, that her Ministry promote refundable cans and bottles by the beverage industry

AND FURTHER that a copy of this resolution be sent to all municipalities of Ontario requesting their support and further copies be sent to the Honourable Bob Rae, Premier of Ontario, Lyn McLeod, Leader of the Opposition, Michael Harris, Leader of the Progressive Conservative Party and your local member of parliament. . . carried.

A certify true copy of Resolution No. 92-141 passed at an open public meeting of the Council of the Township of Gordon on the 3rd day of November, 1992.

D. Field
Dorothy Field
Clerk-Treasurer

Memorandum for the President

Subject: The situation in the Middle East

1. The situation in the Middle East is becoming increasingly serious. The recent developments in the region are of great concern to the United States.

2. The United States has a strong interest in the stability and peace of the Middle East. It is essential that we take prompt action to address the current crisis.

3. The United States should continue to work closely with our allies in the region to maintain peace and stability. We should also consider other measures to address the situation.

4. The United States should also consider the impact of the situation on our national security. It is important that we take steps to protect our interests in the region.

5. The United States should also consider the impact of the situation on our relations with other countries. It is important that we maintain a strong and consistent position.

6. The United States should also consider the impact of the situation on our economy. It is important that we take steps to protect our economic interests.

7. The United States should also consider the impact of the situation on our foreign policy. It is important that we maintain a strong and consistent position.

Very truly yours,
[Signature]
[Name]
[Title]



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